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THE AUTOMOBILE

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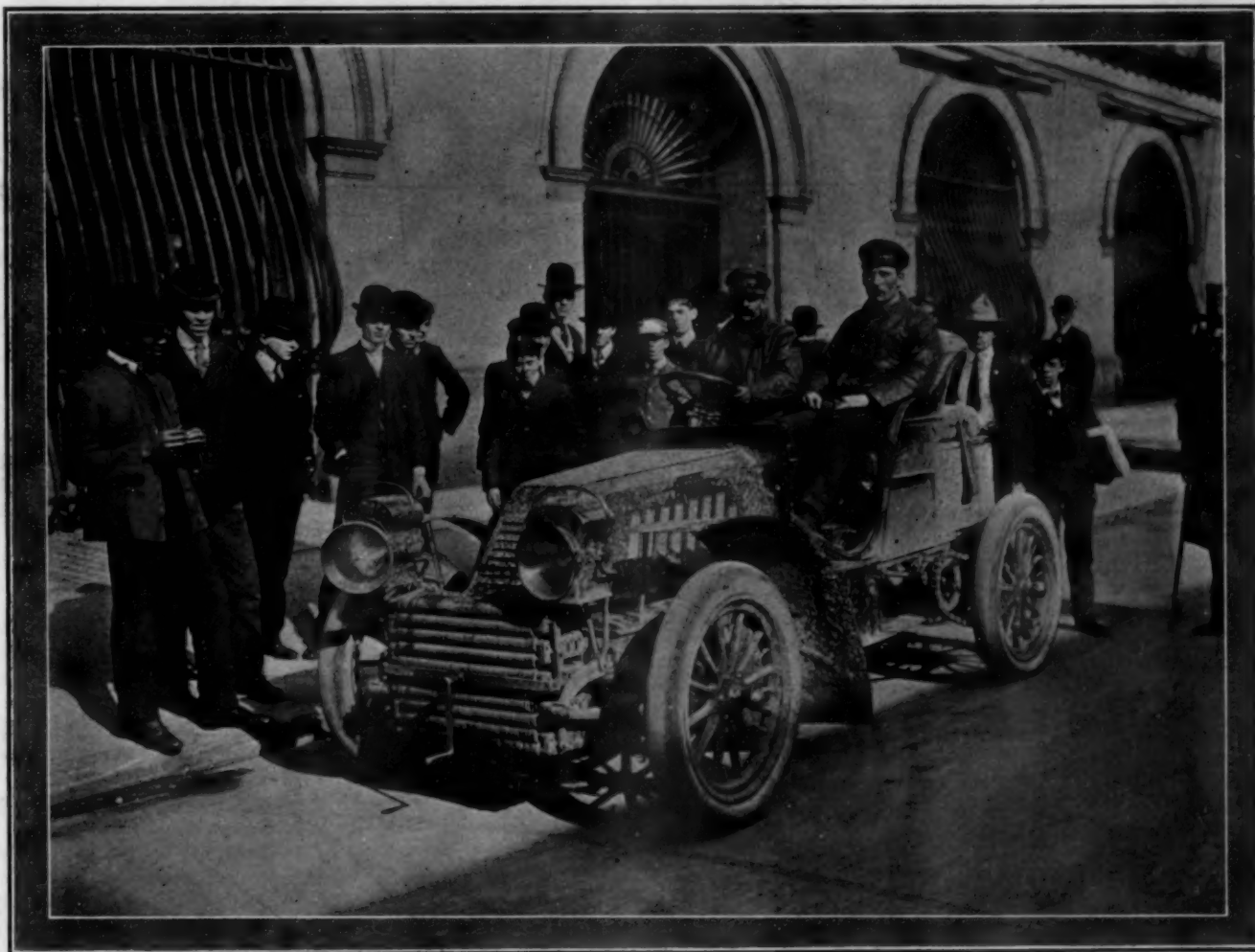
One Car 1,100 Miles Continuously.

AT nine o'clock Thursday morning, September 29, a 24-horsepower gasoline touring car arrived in New York from Chicago after having covered 1,137 miles

endurance of the operators, but its principal significance arises from the fact that it was the first long-distance test trip carried out in this country under condi-

for the drivers, while the same car remained in operation for the entire distance.

During the journey the car was in charge of B. B. Holcomb of Hartford, who was



B. B. HOLCOMB AND LAWRENCE DUFFIE IN COLUMBIA CAR—On Arrival in New York.

between the two cities in 77 hours elapsed time. The journey was no less remarkable as a demonstration of the strength and reliability of the car than of the

tions of continuous traveling, which preclude all possibility of having important repairs undertaken on the way. This was accomplished by adopting a relay system

accompanied from Chicago by R. W. Haroun. At Cleveland Lawrence Duffie and D. R. Adams took charge of the machine and piloted it to Binghamton,

N. Y., where Holcomb, who had gone ahead by train, again took the driver's seat and brought the car into New York. He was accompanied from Binghamton by Harry Sandol, who acted as guide during the last stage of the journey.

Driving an automobile from Chicago to New York at one-fourth the speed of

Sandol were lost in a Jersey fog, and they spent the last night in groping their way over unfamiliar roads and through a heavy fog that their powerful acetylene search lights could not penetrate.

Harry Sandol, who piloted the car from Binghamton, was seen at the Central Automobile Station after the arrival of



THE RECORD BREAKERS—TIRED BUT HAPPY.

the New York Central's flyer, the "Twentieth Century Limited," is no ordinary performance. The achievement is interesting, not only because of the record time established, but also because it gives a hint of the capabilities of an automobile when put to the test. The car was not new or just out of the repair shop. Driven over the roads from New York to Chicago, it had been in the Windy City only three days when the return journey was begun.

On the morning of the first day a speed of over 24 miles an hour was maintained from Chicago to South Bend, Ind. The entire distance of 110 miles was made in four and one-half hours. A new record also was established from Chicago to Cleveland. Early in September, C. W. Gray, president of the Chicago Automobile Club, covered the distance in the reverse direction in 34 hours. Holcomb's time was twenty minutes less than 24 hours.

In the day and night run from Cleveland to Buffalo, Duffie driving, accompanied by Adams, the 204 miles between the two cities was covered in 10 hours and 15 minutes, an average of over 20 miles an hour.

On approaching Buffalo, the tourists were met by a delegation from the Buffalo Automobile Club, and when they left the city a small army of enthusiasts escorted them.

The men, all expert automobile drivers, knew their machine much better than they did the roads. They frequently ran miles out of their course, especially during the last stage of the trip. At Newburgh, in the Hudson River Valley, Holcomb and

the party. When asked about the trip, Sandol said:

"Well, I don't know that I can say anything of special interest, excepting to emphasize the time that we lost during the last night and on the morning of our arrival. You positively couldn't see five feet ahead on account of the heavy fog. We should have reached New York Wednesday evening, but instead of that it was 9 A. M. on Monday when we landed on the New York side of the Hudson River.

"We lost at least four hours in the Catskills before reaching Kingston, and not less than five hours altogether. Coming over from Paterson on Thursday morning, we passed through Passaic just after which we were delayed another half hour with a punctured tire. It was too bad that we should have been delayed so seriously on the last stage of the trip, especially as the car had made such good time previously. Holcomb told me that he never touched the motor once, and that means a good deal when you consider that the car was traveling practically all of the time throughout the trip.

"You can get an idea of how many miles we lost by going off the road when I tell you that our odometer registered 551 miles from Buffalo to New York. When the N. A. A. M. machine went over the road recently, Mr. Unwin registered the distance as 462 1-2 miles. This indicates that we threw away the time required to travel 88 1-2 unnecessary miles. It was very hard to follow the roads at night. One of the boys told me that they crossed a river

seven times between Danville and Binghamton."

The car used on this eventful trip was a standard 24-horsepower Columbia gasoline machine of tonneau type.

The same car is entered in the Endurance Run from New York via Cleveland to Pittsburg, together with two other cars of the same model.

The tonneau was removed and a box of heavy luggage was strapped on the rear platform, in its place.

FOUR THOUSAND BOSTON MEN AND WOMEN LICENSED MOTORISTS.

Special Correspondence.

BOSTON, Oct. 5.—Massachusetts women as well as men are hastening to comply with the new registration law so that they can operate their motor vehicles without fear of interference by the police. Up to the present time the State Highway Commissioners have issued 3,500 licenses to operate machines, and 553 licenses to professional chauffeurs. The total registration includes 2,870 automobiles and 438 motor cycles. Of the 3,500 licensed, amateur operators about fifty are women. Very few of the women who have obtained licenses presented themselves at the office of the commission in Boston, the great majority registering by mail. The blanks for registration require the fair automobilists to tell how old they are, and also to attest that they have never been convicted of any offense against the laws of this State or of any other State; that they do not habitually use intoxicating liquors; that they have no mental or physical infirmity; and that they know the law of the road.

Besides answering these questions the women have to give the color of hair, eyes, etc., and all this information they have to carry on their person as well as place on file at the office of the commission. The registration blank must be sworn to before a justice of the peace and it must also be witnessed. When all this is completed the woman is eligible to operate her machine wherever she wishes. The first woman to register was from Brockton. Her name is Georgiana L. Paine. The next was Mrs. Ellen L. Jewell, of Wollaston. Others who have registered come from Worcester, Ashby, Boston, Wellesley, Canton, Springfield, Lowell, Magnolia, Newton, Malden, Brookline, Lynn and Salem. In fact women automobilists appear to be scattered all over the State in almost equal numbers. The books of the highway commission show that most of the automobiles in Massachusetts are owned in Boston or in the towns and cities in the immediate vicinity of Boston.

The three members of the Massachusetts Highway Commission used a gasoline touring car on their recent tour of inspection over the roads of the State.

Many World's Records Broken in Series of Races On Empire City Track.

Vindication for Alexander Winton's Gordon-Bennett racer, the eight-cylinder Bullet II driven by Barney Oldfield, and a most creditable and thrilling wind-up of his season's racing in the Decauville by Henri Page, who returns to France to enter the army, served to arouse to the shouting, hat-waving, horn-blowing point the enthusiasm of the 5,000 spectators at last Saturday's races at the Empire City track.

Fascinated with the fear of disaster which it seemed must surely befall the dare-devil riders as they were whirled in world's record time around and around the

that all had so daringly courted, there were cheers in volume for them.

NEW RECORDS ON SOFT TRACK.

It was an ideal day for racing, though perhaps a little more wind would have been acceptable as a dust remover. The track, however, was noticeably soft, and great credit is due Oldfield and Page for numerous new world's records established. Joseph Tracy, with a Georges-Richard-Brasier car of 24 horsepower, also cut into the track records.

Many persons ranking high in the social

performances and the most thrilling races being the achievements of this unbeatable driver in the fifteen-mile open. Oldfield drove his car below record time from the seventh mile to the finish, and though Page, his nearest competitor, beat the former record by nearly a minute, the flying Cleveland led the nervy Frenchman by more than half a mile at the finish. Oldfield's time, 14 minutes 35 seconds for fifteen miles on a soft mile track, certainly establishes the ability of Alexander Winton's unfortunate Gordon Bennett racer to go, and to go fast, faster than any other



BARNEY OLDFIELD BREAKING WORLD'S RECORDS.

mile oval, enveloped in a dense bank of yellow dust, the suspense of the crowd was evidenced by the intensity with which the individuals mutely followed them with the eyes. High strung voices shouted occasional plaudits, horns were now and then squeezed nervously by occupants of automobiles "parked" in front of the grandstand, and over all the voice of the announcer told through his megaphone of shattered world's records. Then, when the race was over and the dust-begrimed drivers slowly returned with their cars down the stretch and the spectators realized that none had met with the disaster

life of the turf and general sporting world were seen in the crowd, and the number of automobiles admitted at the gate totaled 335.

Though there were no close finishes, and the big handicap proved a disappointment, the sport was good, and the absence of accidents of any kind was gratifying. There were few "rail birds" at the turns, in fact, at any point around the track—and, curiously enough, they kept out of danger of their own accord.

Barney Oldfield, driving the Winton Bullet II, was the star of the meet, the most important of the record-breaking

automobile in the world has been driven under like conditions. Oldfield covered his tenth mile in this race in 56 seconds flat, only a fifth of a second slower than his own world's record of 55 4-5 seconds, made on the same track with the Ford-Cooper "999" on July 25, when, it may be added, he had a much harder track beneath him and was not handicapped by dust thrown up by several competing cars.

WARNER WINS LOCOMOBILE RACE.

The first event, a five-mile race for 16-horsepower gasoline Locomobiles with road equipment and mufflers cut-out, was

started at 2:30, with M. M. Riglander, Archie McNeil, Jr., DeVer H. Warner, Walter F. Wallace and W. J. McClarey driving. The cars lined up at the seven-eighths pole in the stretch and at a signal from Starter Picard, moved down to the

by 38 seconds. The La Roche was second, while the Cadillac retired at the end of its fourth mile.

The third event brought out F. A. LaRoche in his 40-horsepower Darracq. Henri Page in the 40-horsepower Decau-

ville, when the three cars rounded into the stretch. Page was driving a furious race. At eight and one-eighth miles he lapped the Gray Wolf, and at the end of the ten miles had increased his lead on the Packard by a quarter of a mile. The time, 10:16 2-5, broke the former track record for cars of all weights by 36 2-5 seconds. The time by miles were, 1:08 1-5, 2:09 4-5, 3:10 2-5, 4:10 3-5, 5:11 1-5, 6:11, 7:11 3-5, 8:12 4-5 and 9:14 3-5. The speed, it will be seen, was very uniform throughout, the fastest mile being driven in 1:00 1-5 and the slowest in 1:01 4-5.

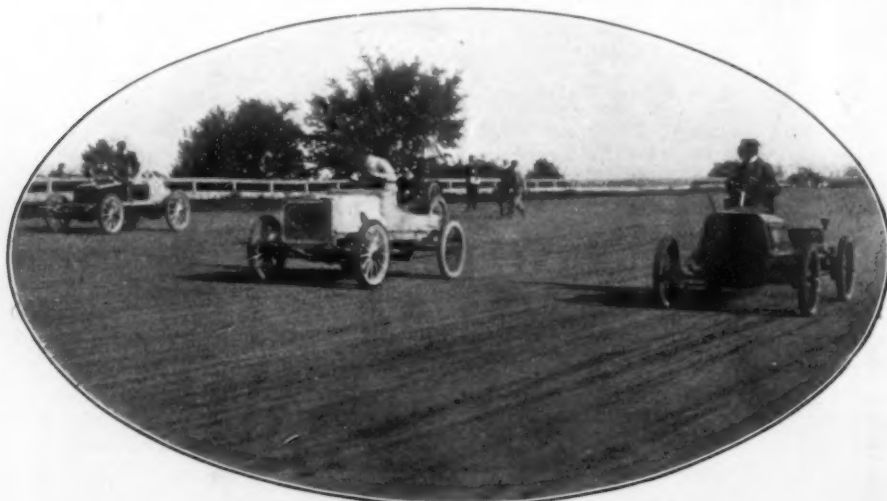
OLDFIELD ATTEMPTS MILE RECORD.

Barney Oldfield then came out with the Winton eight-cylinder Gordon-Bennett racer to attempt to break his own world's record of 55 4-5 seconds for the mile. He started around the mile oval to warm up for the flying start. Before the races Oldfield had stated that the track was too soft for record driving, and as he took the turns in the warming-up mile this was easily seen to be true, the car throwing up quantities of loose dirt and dust. Those who witnessed Oldfield's record-breaking ride on this same track in July, easily recognized the fact that the track was much harder at that time.

With his wonted skill and daring, Oldfield drove the powerful and smooth-running racer at a terrific pace down the stretch for the start, and, getting the signal, flashed around the west turn in pursuit of the elusive record. It was easily apparent that he was driving well under the minute, but he was unsuccessful in his attempt, being timed in 56 3-5 seconds. After a brief rest, he made another trial, but could not improve on the time of his first attempt; two miles were covered in 1:55 2-5.

DECAUVILLE-GRAY WOLF MATCH.

The next event was to be a special match race at ten miles between F. A. La Roche in his Darracq, Henri Page in the Decau-



START OF 10-MILE EVENT FOR 1,800-POUND CARS.

tape. McClarey ran away from the bunch and they were called back.

At the gun on the second start, Wallace took the lead, with Riglander following closely. At the end of the first mile McNeil caught Riglander, who was leading at the tape. McNeil maintained his lead, and at the end of the second mile led by more than 100 yards, with Wallace in second place. At the close of the third mile McNeil led by more than an eighth of a mile, and continued to increase his lead, finishing the race with a lead of almost a half mile. There was an exciting race for second place, Warner overhauling Wallace in the stretch and beating him out at the tape by a length.

Time, 7:19 2-5.

A VICTORY AND RECORD FOR TRACY.

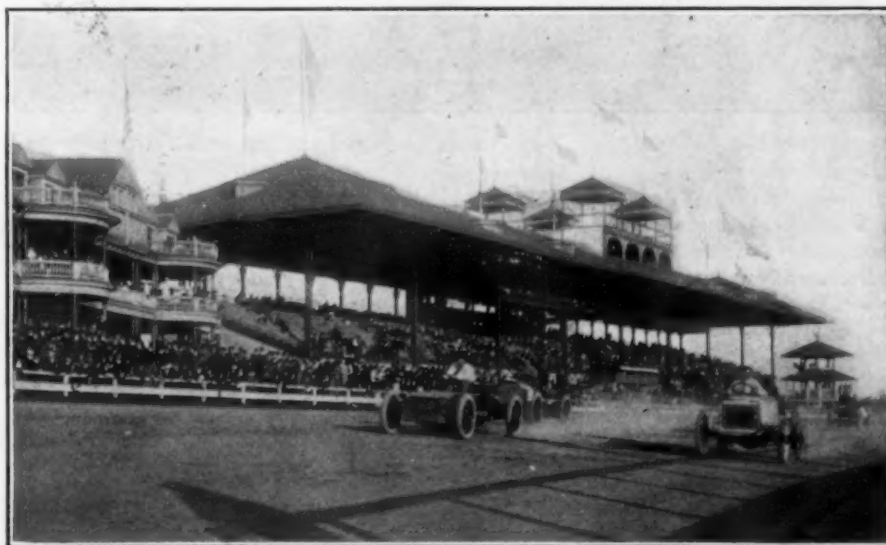
For the next race, five miles, open to cars of any motive power and weighing under 1,200 pounds, Jack Lavin, in F. A. La Roche's 12-horsepower La Roche; Joseph Tracy, in E. B. Gallaher's 24-horsepower Georges Richards-Brasier; I. D. Plank, in a Cadillac, and Rudolph Meyer, in Paul Rainey's 12-horsepower Rainey Special, lined up in the stretch for the flying start.

The cars got away nicely, with Lavin having a slight advantage. The Braiser soon took the lead, however, and ran away from the bunch, finishing the first mile in 1:19 4-5. Meyer, in the Rainey, who was second, lost his power in the stretch, was soon passed by Lavin, and dropped out after passing the tape. Tracy caught the Cadillac after going two and seven-eighths miles. At the finish of the third mile the La Roche was lapped and Tracy continued to increase his lead, finishing the five miles in 6:16 3-5, and beating the old track record for his class

ville, Harry Cunningham in the Packard 24-horsepower Gray Wolf and John Beyer in Norris Mason's 24-horsepower Renault.

Page forged to the front from the start, with La Roche in second place, Cunningham third and the Renault last. At the end of the first mile Page led the Packard by an eighth of a mile, and he lapped the Renault after going a mile and seven-eighths. The Renault dropped out. The Decauville continued its even running and gradually increased its lead. In the fourth mile Page caught the Darracq in the stretch, and there was a pretty race to the tape, with Page having the advantage.

The Decauville continued to gain, and the sixth mile was covered in 59 4-5 seconds. Cunningham caught La Roche in the stretch in the former's sixth mile, and Page overtook La Roche a few seconds



START OF 15-MILE FREE-FOR-ALL.

ville and Charles Schmidt in the Packard Gray Wolf. It was announced, however, that Mr. La Roche would not compete, as he had broken two of the intake valves on his car, but that the remaining two cars would be sent five miles. The two pretty

60-horsepower Mercedes; Harry Cunningham, in the Packard Gray Wolf, John Beyer in the Renault, Barney Oldfield in the Winton Bullet II, and Henri Page in the Paris-Madrid Decauville.

Page secured the advantage at the start,

covering the fifteen miles in 15:07 1-5. The former record was 16:10 4-5, made by Sincholle in a 40-horsepower Darracq. Prior to Saturday's race this was the world's record for all classes and all weights.

Oldfield and Page were roundly cheered



BARNEY OLDFIELD—WAITING FOR THE STARTER'S SIGNAL.

gray racers ran down to the tape very evenly and made a perfect start. Page took the lead, and at the mile had an advantage of about a sixteenth of a mile. The cars were called back, however, the "powers" governing the racers having agreed to make a ten-mile race of it, as originally intended.

Another start was made, and again the Decauville forged to the front, and at the end of the first mile led the Packard by more than an eighth. At the end of the second mile Page had increased his lead to a quarter of a mile. The Paris-Madrid racer was running steadily, and the flying Gaul guided it with precision close to the pole, around the turns, skidding very little. In the seventh mile the Packard was a half mile to the bad, with both cars running with uniform speed. The Decauville continued to gain gradually, however, and at the end of his ten miles the Frenchman had an advantage over his German rival of eleven-sixteenths of a mile. Time, 10:23. The times by miles were 1:05 2-5, 2:06 3-5, 4:07 4-5, 5:08 2-5, 6:10 4-5, 7:14 1-5, 8:17 2-5, 9:19 3-5. The Gray Wolf's time was 11:08 1-5.

In this race Page broke the world's records for his class from one to six miles, notwithstanding that he slowed down perceptibly in his second mile.

Next the cars were brought out for the free-for-all at fifteen miles, the starters being Laurent Grosso, in O. W. Bright's

but Oldfield passed him at the eighth. The order at the first mile was Oldfield, Page, Grosso and Cunningham; Beyer was a bad fifth. Oldfield's time was 1:04. A great cloud of yellow dust hung over the track, and even Oldfield, who continued to lead, rode in the dust. Page hung closely to Oldfield and, riding in a dense cloud of dust, took the turns in a remarkable manner. He was roundly cheered for his plucky and clever driving.

Oldfield finished his five miles in 5:01, a new track record. Grosso dropped out in his fifth mile, leaving Cunningham in third and last position, Beyer having retired. Oldfield finished his seventh mile in 6:54 1-5 and his eighth in 7:52, making new world's records. The nine miles was driven in 8:49 and the ten miles in 9:45.

Page caught Cunningham after going 10 7-16 miles, and continued to drive a remarkably good race.

Oldfield, driving wide in the stretches, as is his custom, and skidding dangerously on the turns, but with a cigar clenched between his teeth, continued his record breaking. Eleven miles were covered in 10:41 4-5, twelve in 11:38 4-5, thirteen in 12:37 1-5, fourteen in 13:35, and the fifteen miles in 14:35. In his last mile Oldfield almost succeeded in again lapping Schmidt, who led him down the stretch and beat him to the tape by about fifty yards.

Page set up a new world's record for cars weighing not more than 1,800 pounds,

on returning to the tape after the race, and Oldfield was introduced to the crowd as "the champion of the world."

The Empire Handicap was the next event, with five starters. Grosso, in the Mercedes, was on scratch, Page in the Decauville had a start of an eighth of a mile, Schmidt in the Packard Gray Wolf had three-sixteenths, L. P. Smith in a 24-horsepower Columbia, had one and one-sixteenth miles, and J. D. Plank in the Cadillac had a start of two and a quarter miles.

The sun had set before this race was started, there having been considerable delay about getting the cars on their marks. At the gun the Decauville went away from its mark in pursuit of the Packard, closely followed by the Columbia and the Mercedes. For the first two miles the Packard held the advantage over the Decauville, but was closely pressed; then the Decauville moved up and led at the end of three miles, with the Mercedes close behind.

Meanwhile the two long-markers were steadily nearing the finish, though losing ground at every wheel's turn. The flying trio, Page, Cunningham and Grosso, continued in their order, though the distances between them was gradually widening. The Columbia was caught and passed in its third mile by the three flyers, but the Cadillac held its advantage and won the race with still a lead of almost half a mile. Time, 4:43 1-5. Page was second, with

Cunningham and Grosso fourth. Grosso's time was 5:27 2-5.

The officials of the meet were:

Referee: A. R. Pardington.

Judges: George Isham Scott, S. A. Miles, A. G. Batchelder, Lawrence Abraham, C. Arthur Benjamin.

Timers: Frank G. Webb, M. J. Budlong, Robert Stoll.

Clerk of Course and Starter: A. J. Picard.

Assistant Clerks of Course: P. J. Fisher and K. C. Darling.

Umpire: Frank Eveland.

Announcer: Peter Prunty.

Following are the summaries:

Five miles, special class for 16-horsepower Locomobiles.—Archie McNeil, Jr., first; De Ver H. Warner, second; W. T. Wallace, third. Time, 7:19 2-5.

Five miles, for cars of any motive power and weighing under 1,200 pounds.—Joseph Tracy (Georges Richard-Brasier), first; F. A. La Roche (Darracq), second. Time, 6:16 3-5. All new

track records for this class. Former record, 6:54 3-5.

Ten miles, for cars of any motive power and weighing under 1,800 pounds.—Henri Page (Decauville), first; Harry Cunningham (Packard) second; F. A. La Roche (Darracq), third. Time, 10:16 2-5. New world's record for this class. Former record, 10:51 3-5.

One mile trial against time by Barney Oldfield (Winton Bullet II)—Record 55 4-5 seconds. First trial, 56 3-5 seconds. Second trial, 56 3-5 seconds.

Ten-mile match race.—Henri Page (Decauville), first; Charles Schmidt (Packard), second. Time, 10:23. New world's record for this class from one to six miles.

Fifteen miles, free-for-all.—Barney Oldfield (Winton Bullet II) first; Henri Page (Decauville), second; Harry Cunningham (Packard), third. Time, 14:3-5. All new world's records from seven to fifteen miles, inclusive. Former record, 16:10 4-5. Page's time, 15:07 1-5, stands as the world's record for cars weighing under 1,800 pounds.

Five miles, Empire Handicap free-for-all.—J. D. Plank (Cadillac), 2 1-4 miles, first; Henri Page (Decauville), 1-8 mile, second; Harry Cunningham (Packard), 3-16 mile, third. Time, 4:43 1-5.

One mile record trials.—Henri Page (Decauville), 1:01; Harry Cunningham (Packard), 1:03; George Fitzgerald (Renault), 1 24 2-5.

Notes at the Race Track.

The number of spectators at Saturday's races was larger than at any previous automobile meet during the New York season. It was estimated that there were from 6,000 to 7,000 people in the crowd which thronged the grandstand, the clubhouse veranda and the lawn. Nearly a thousand persons arrived in automobiles, and fully 375 cars of all types and sizes were parked in front of the grandstand. This group of automobiles and passengers was most interesting and formed the center of attraction previous to the start of the races. At least half of the occupants of the cars were women, gaily gowned and enthusiastic. During the races they scanned the track with field-glasses, watching the flying automobiles almost more eagerly than the men.

Accidents during automobile races are frequently the fault of thoughtless or careless spectators. A case in point was noted by hundreds of people at Saturday's races. In the first event of the day, a special race for 16-horsepower Locomobile gasoline cars, just at the moment that Archie McNeil, Jr., the winner, turned into the homestretch a horse and light buggy were driven across the track by two men, not more than 700 feet in front of the flying auto. The incident sent Secretary Reeves to recall the horse-driver and shivers down the spinal columns of the spectators.

Joe Tracy, chauffeur for J. I. Blair, was a familiar figure on the track, driving a Richard-Brasier car of rather odd appearance. A tube of large diameter, resembling a smokestack mounted on the radiator, led the uninitiated to believe that the machine was a steam car. This impression gained additional credence as steam was issuing violently from the "smokestack," when Tracy came into the stretch on the last mile in the second event.

At the finish of the third event, won by Henri Page on 40-horsepower Decauville, a great ovation was given the modest Frenchman. To those present, many of whom were already familiar with the fact, it was announced that the events of Saturday would terminate Page's automobile racing for some time to come. He is obliged to return to France at once to serve a three years' term in the army. Page says that he will return to this country again at the expiration of his army service.

On Saturday the Decauville racer made a much better showing than ever before. This improvement was due in a measure to Page's increased experience in track racing, but principally to the fact that new cylinders had been fitted to the 40-horsepower motor a few days previous to the races. It will be remembered that an accident to the circulating pump resulted in cracked cylinders at the Cleveland races of September 4 and 5. Although a temporary repair had been carefully made, it could not be expected that the motor would develop its full power under such conditions. Immediately after the accident new cylinders were ordered by cable from the French works. These arrived in New York on September 30 and were immediately fitted, and the car was ready for the races on October 3.

Between two of the events it was announced that the Long Island Automobile Club, which will hold a race meet at the Brighton Beach track on October 31, has secured many of the fastest cars of the country for the regular events and special exhibition trials.

During the early races of Saturday afternoon the crowd was kept back from the fence by means of a cloth ribbon which was

stretched on light poles, placed about twenty feet back of the outside fence. The power of suggestion made this temporary expedient effective for a short time, but as interest in the races waxed warm the outer fence was crowded as usual.

Oldfield knew that the limelight was centered on him, and he was not slow to show that he appreciated his position. Indeed, he took chances with fate, or seemed to do so, and won approval. In the fifteen-mile open, Grosso, on O. W. Bright's 60-horsepower Mercedes, withdrew, coming to a stop just below the judges' stand on the outside of the track. Oldfield, swooping down the homestretch, found Grosso's big racer standing just where he wished to take the outside preparatory to making his usual cross to the inside at the turn. The fearless Barney, traveling at a mile-a-minute clip, did not hesitate to shake his fist at Grosso as he flew past. Before he came around again the Frenchman had ducked for cover.

The Cadillac car that won the special handicap race scored a popular victory, which suggested a lively discussion in regard to what ought or ought not to be the proper basis for handicapping. The discussion is still going on.

The Packard Gray Wolf was one of the most interesting cars on the track. It attracted particular attention on account of its racy appearance and quiet running. The aluminum wedge-shaped hood that was damaged at the recent Cleveland races had been removed and a sheet-iron hood substituted. S. D. Waldon, sales manager of the Packard Motor Car Company, was seen on the track whenever the Gray Wolf appeared.

The eight-cylinder Winton Bullet No. 2, which made such a splendid showing under Oldfield's skillful guidance, is the car that Alexander Winton drove in this year's Bennet cup race in Ireland. In previous performances this car has not shown up so well as its smaller brother, the four-cylinder Baby Bullet. On Saturday the Bullet No. 2 ran very smoothly throughout the races.

Handicapping Stock Cars at Races by Formula.

In the handicap race on the Empire City track last Saturday an endeavor was made to calculate the allowances from the cylinder sizes, ratio of gearing, weight of the machine, and other factors from which the presumptive speed of the machine was deduced. So far as known to the Handicapping Committee, no such attempt had ever been made before, so far as track racing was concerned, and for this reason the race was necessarily more or less an experiment. The formula employed was derived from a French horsepower formula for macadam roads—the formula, in fact,

from which the diagram on the front page of THE AUTOMOBILE for May 9, last, was plotted. In modifying this formula to adapt it to track work, the committee soon found that it did not fit machines which were geared for the road rather than for the track. Consequently, as there seemed to be no way of rejecting entries made in accordance with the requirements previously announced, it was necessary to supplement the calculations with more or less guesswork.

Where the formula could be strictly applied, the results were very encouraging, and indicated the need of only slight changes. These changes the technical member of the committee, Mr. Towle, has under advisement, and the endeavor will be made between now and the date of the Brighton Beach races, at which Mr. Towle will do the handicapping, to improve the formula materially. It is also believed that a way can be found to provide for machines with stock road gears, by requiring that they carry the full body and two or four passengers, instead of being stripped. In this way they can be brought within the formula and will receive handicaps proportioned to their presumptive speed thus loaded.

The ultimate end aimed at is to develop the formula to the point where the efficiency of the competing machines will be the sole test of victory. If this can be accomplished, it is evident that the handicap race will have great technical as well as popular value; but in view of the very numerous factors to be taken into consideration, this will probably be a matter of gradual development and careful testing.

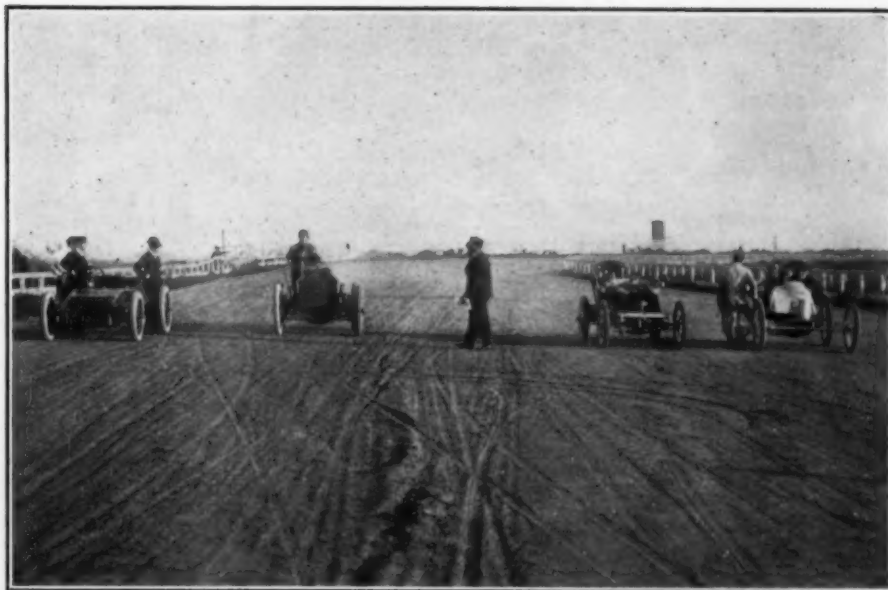
OLDFIELD, DISQUALIFIED FOR LATE ENTRY, LOSES PRIZE.

At the Empire City track races on Saturday, October 3, a protest was filed with the referee against the appearance of Oldfield in event No. 6, a free-for-all fifteen-mile race. The protest was considered by the Racing Board of the American Automobile Association, and sustained in a decision rendered on Monday, October 5.

The protested race was won by Oldfield on the Winton "Bullet No. 2," Henri Page was second on the 40-horsepower Decauville, and Harry Cunningham, Packard "Gray Wolf," was third. As a result of Oldfield's disqualification the first prize, a silver trophy valued at \$100 will be awarded to Page, and the second prize, a \$50 trophy, will go to Cunningham.

The protest was made on the grounds that Oldfield's entry was not made prior to the date on which the entries for the meet were announced to close, which was September 28. The document was signed by J. R. Chisholm, of the Standard Automobile Company; F. A. La Roche, for the F. A. La Roche Company, and S. D. Waldon, representing the Packard Motor Car Company.

It was stated at the track that Oldfield



START OF 10-MILE OPEN AT EMPIRE CITY TRACK.

did not make his entry at an earlier date because the track management refused at first to make certain financial arrangements with him in the way of payment for his appearance, or a percentage of the receipts of the meet. It was stated unofficially that Oldfield demanded 25 per cent. of the gate receipts and a guarantee of \$500.

Oldfield Exonerated from Blame for Detroit Accident.

The coroner's jury in Detroit, on Monday September 28, rendered a verdict that the death of J. Frank Shearer, who was killed at Grosse Pointe track on September 8 by the Winton "Baby Bullet," driven by Barney Oldfield, when the machine crashed through the fence, was accidental. Oldfield thus graphically described his experience in the accident.

"The machine was going at the rate of a mile a minute or near that and it was but sixty feet to the fence. I did my best to turn the machine diagonally with the fence, but it was of no use. When I saw that the car must surely go through the fence, I leaned backward, reasoning that I might save myself by so doing."

FISHER AND KISER RACE AT GRAND RAPIDS IN TWIN MOHAWKS.

Special Correspondence.

GRAND RAPIDS, Oct. 3.—Although the rain which fell in Grand Rapids late last Saturday afternoon prevented the running of two important races on the program of the automobile race meet at Comstock Park, the four events that were run off more than satisfied several thousand spectators. The non-appearance of Barney Oldfield was regretted, but as a sign posted conspicuously at the ticket office announced that he would not be present, those who bought tickets appreciated

that it was not the fault of the management that the record holder was not there.

A heavy wind and a lumpy track prevented fast time. Earl Kiser and Carl Fisher, in their twin Mohawk racers, were the chief attraction and furnished the only good racing on the program.

A two-mile exhibition was given by these two before the regular program was started. Each carried a press representative for ballast and the newspaper men were treated to a few thrills before the two miles were finished. The big racers kicked up a deal of dust, and the spectators shouted lustily and waved hats and programs.

The program proper opened with a five-mile race between the two Mohawks. Kiser was slow in getting started and Fisher won, going the distance in 6:52 flat. His miles were covered in 1:20, 1:18, 1:18, 1:22 and 1:24, respectively.

Next, a ten-mile motor-cycle match race between Paul Stamsen, of Muskegon, and W. S. Daniels, of Grand Rapids, was run off. The invader won by just a mile, going the distance in 19:27.

A five-mile handicap was started next, with W. S. Daniels (Toledo) and J. Soules (Toledo) on scratch; James Bayne (Knox), 30 seconds; J. R. Jackson (Cadillac), one minute, and Al. Richmond (Rambler), also one minute. Richmond took the lead from Jackson at the start and was never headed, finishing the race in 11:16 actual time. In this race Soules, in the Toledo, drove a mile in 1:13.

Fisher and Kiser were sent out for another match at five-miles, and as before, Fisher's car proved to be in the best working order and Fisher won in 6:54. Rain stopped further racing. There were to have been an open race for touring cars, a five-mile motor-cycle match race between Stamsen and Daniels, and a mile against time by Carl Fisher.

Fall Tour of the A. C. A.

BY C. H. GILLETTE

(Continued from last issue)

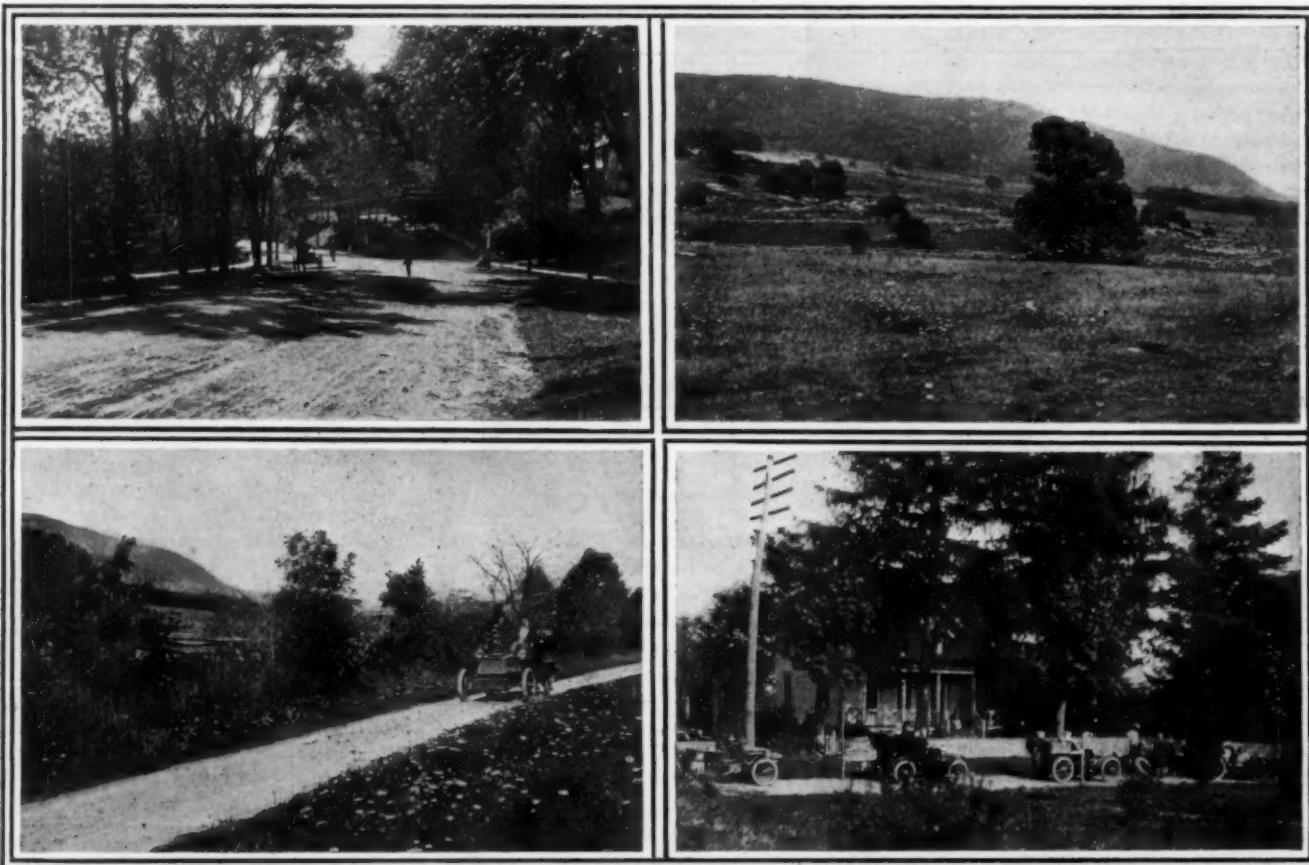
From Lakeville to Sharon, Conn., is also a pretty stretch. Sharon Inn was made the noon stop for luncheon. A number of the tourists availed themselves of its attractions and hospitality. Here it may be remarked that the hotel accommodations along the entire route were excellent, even in the smaller towns where noon stops were made. No one need fear for the best of service and accommodation if he will

A somewhat circuitous route is taken up to the hotel and the grades considerably lessened. Once at the Palatine Hotel, however, the tourist may breathe more freely with the knowledge that his hill experiences are over.

From Newburgh to New York the road is beautiful, and all of the grades are easy, with perhaps the exception of the climb to the Palisades at either Fort Lee or Wee-

the circumstances were of an individual rather than a club-run nature.

To one who was in the advance run to Boston last fall and also the club tour just completed several notable differences were apparent. The freedom from restrictions was perhaps most patent. A better feeling toward the automobile seemed to be shown by the people along the way. Fewer unobliging drivers were met, and the dogs and children behaved themselves better, all of which goes to show that touring conditions have improved during the past year. Tourists themselves are responsible for the improvement in these



SCENIC EFFECTS FROM A. C. A. TOUR.—ON RETURN TRIP FROM BOSTON.

only inquire in advance where to find the best places. "Going it blind" in this regard is unwise, however, as the hotel in one town may be the poorest of the poor, while only five miles farther on is to be found an ideal inn with the best of everything at one's command.

From Sharon to Poughkeepsie and Newburgh on the Hudson the roads are generally good. At Amenia, just beyond Sharon, there is a bad hill to be climbed, but beyond this there are no very heavy grades and the roads are smooth and good. The route from Poughkeepsie is through Wappinger's Falls to Fishkill Landing, where a ferry crosses to Newburgh on the west bank.

Newburgh is situated on the sloping hills, and from the ferry the grades up to the center of the town look rather formidable.

hawken. The run through the vicinity of Tuxedo is delightful both as to condition of roads and scenery; in fact, one of the best on the entire trip.

The experiences of the various participants in this tour would fill a book, and they cover nearly everything that may happen to an automobilist from tire trouble to brakes not holding on a hill. It should be said, however, that actual difficulties with the cars, and serious hold-ups and delays were remarkably few considering the length of the run and some of the roads traversed. It speaks well for the skill and care of the drivers that there were no accidents of a serious nature. This is particularly gratifying, as had there been any occurrence of a serious or sensational nature, it would have reflected more or less on club runs in general even though

conditions regarding frightened horses. A pleasant "Thank you" for the driver who promptly turns out to let one pass is doing wonders for the automobilist's comfort and for those who follow.

When all is said and done, the greatest triumph of the run must be considered a social one. This is not detracting in any way from the lessons which the run has taught on practical lines, but it was demonstrated that it was perfectly possible for the members of a club to start on a tour for pure pleasure, unhampered by the presence of observers or officials, work out the details of their itineraries according to their own ideas and rendezvous night by night at the same hotels, getting together, telling their experiences and starting out the next morning better informed than they were the day before. It is to be

assumed that there will be many such strictly pleasure runs after this. The vote of all those who participated was for an annual repetition of such an event and perhaps oftener than once a year. Since the run has been completed, it has become evident that the general feeling throughout the membership of the Automobile Club of America is in favor of more events of the same kind. The stimulus to touring as a recreation has been great. The commercial features have been eliminated and the separation of the endurance part from pleasure touring may be said to have been made complete.

Many automobilists are wondering whether it will not be possible to make longer tours on this same basis. Last year the club run was to Boston and three days were allowed for the trip. This year the run to the Hub was made in two days. Is it logical to suppose that longer daily runs will be attempted, or has the limit been reached? These are questions which, of course, cannot be theorized upon. But at all events this is clear: that up-to-date touring machines, both foreign and American, have met the demands put upon them with a unanimity quite surprising. And following the tendency abroad, it is likely that the scope of such runs will be steadily widened from year to year.

The fall tour of the Automobile Club of America has been successfully completed by thirteen of the starters. Of the sixteen who went through to Boston, three dropped out there for business reasons—Colonel Astor and Frank Eveland to return to New York and Kenneth A. Skinner to remain in Boston.

Colgate Hoyt joined the party at Boston in his Mercedes and came through to New York with it. E. Weston dropped out later, leaving thirteen as survivors of the greatest pleasure tour yet undertaken by an American club. Those who stayed by till the end were, Harlan W. Whipple (Mors), C. H. Gillette (Toledo), Emerson Brooks (Cadillac), Paul Deming (White), A. R. Shattuck (Panhard), Elmer Apperson (Apperson), George F. Chamberlain (White), Dr. Lewis Morris (F. D. A. T.), James L. Breese (Mercedes), R. L. Morrell (Locomobile), F. G. Webb (Winton), Colgate Hoyt (Mercedes) and J. V. Black (Winton).

It is interesting to note that the cars above mentioned range from 8-horsepower to 40-horsepower, giving a good variety of size and make for comparative purposes, if one feels inclined to make any comparison. Inasmuch as the run was purely a pleasure trip with no competitive elements, any notation regarding respective performances is somewhat out of place, and yet it is remarkable that all of these cars kept together so evenly through the trip.

Some fear was expressed before the run that it was too much of an undertaking for any except the large high-powered touring cars, but doubts on this point

must have been dispelled, and another year will doubtless see a much larger entry list. It certainly will if the stories of good times by those who made the run have any weight with their fellow members.

The tour is a good example for other clubs of the pleasure and benefits to be derived from such a run, and it is valuable as a quiet and unostentatious display of touring ability and the convenience of touring. Those who got the most good from it, however, were the ones who actually made it.

The run can be described in one word—delightful. The beautiful weather experienced as far as Boston, as described in the issue of *THE AUTOMOBILE* for October 3, continued during the balance of the run and all of the conditions remained perfect. Under such circumstances it is not to be wondered at that every one enjoyed himself to the utmost, particularly as the good times at Hartford were repeated at all the night stops.

The dinner at Springfield was called off for some reason, but that did not prevent gossiping and the enjoyment of relating the day's experiences at the hotels.

At Pittsfield the dinner was particularly pleasant—one of the most successful of the trip. At Newburgh all stopped at the same hotel and a club dinner was unnecessary to get the party together.

Thursday noon nearly the entire party lunched with Harlan W. Whipple, at Nyack, and this luncheon, the last meeting of the run, was one of the pleasantest experiences of the entire tour.

Starting on the return trip from Boston Monday morning, the route back to Springfield was the same as covered on Saturday. Mr. Chamberlain took the northern route to Pittsfield, going by way of Greenfield and over Hoosac Mountain, a climb too steep for any but the stoutest hearts and best machines. All of the others took the regular route to Pittsfield on Tuesday; that is, through Huntington and East Lee to Lenox.

The hardest roads and hills of the trip were encountered on this day's run and also some of the most beautiful scenery. Pittsfield is in the heart of the Berkshire Mountains, and to get there one must be prepared to do some hill climbing—and be well prepared, too, in the matter of power and brakes.

There were few who made this run that will forget "Sawdust Hill" for some time. Imagine, if you can, a hill of say 25 per cent. grade, the road-bed of which had been repaired by covering it to the depth of five or six inches with sawdust from a nearby sawmill. A grade of that sort is not easy even with a hard, smooth road, but when half of the power is lost in the clipping and spinning of the wheels in loose sawdust, the proposition is made many times worse and it is not greatly to the discredit of any one that several were towed on this hill.

It had been planned to reach Pittsfield early enough to permit of optional side trips during the afternoon, but as most of the party had taken their time in leaving Springfield and had also loitered on the road, there were few who were in any mood for side runs or who got into Pittsfield in season to indulge had they so desired. The vicinity of Pittsfield offers many attractions to the tourist and many regretted their inability to leave without further exploration of the country than that afforded by the regular route.

The next day's run, however, was through one of the pleasantest sections of the Berkshires. Through Lenox and Great Barrington the roads and views were fine and from there on to Lakeville, Conn., by way of the "Under-mountain road" was one of the most beautiful runs of the trip. The road follows along under the mountain and affords beautiful and picturesque scenery. To be sure, it is a dirt road, but it is nevertheless good and almost level.

HOW COMPULSORY LICENSING PLAN WORKS IN ST. PAUL.

Special Correspondence.

ST. PAUL, Oct. 3.—If automobiles had a musical attachment, residents of this city would, no doubt, frequently be treated to a rendition of "Mr. Johnson, Turn Me Loose," by automobile. State Boiler Inspector Johnson is deputized to see that all motor cars are licensed and tagged in conformity with the law, and when he finds a car that has no number he fastens a front wheel to a back wheel with a wire and connects the ends of the wire with the State seal, so that the owner must allow the car to stand where found until he produces a license and gives good reason for the lack of a properly numbered tag.

For five days recently a Minneapolis automobile, with its wheels blocked by the seal of the State of Minnesota, stood on one of the residence streets of St. Anthony Hill, exposed to the heavy rains and the abuse of neighboring small boys.

The owner of the car was so careless as to enter St. Paul without either license or license tag, and, meeting the exacting Mr. Johnson, soon had to abandon his car. Before leaving it, however, the owner stated that the car was from Faribault and was in St. Paul to be repaired, but Mr. Johnson wired up the wheels, affixed the State seal and said: "You will have to show me."

Several days later, the Flour City man came across the river with a number which he proposed to attach to the car, but Mr. Johnson demanded to see the license before he would remove the seal. Finally the owner appeared with a bill of sale showing that he had bought the car at Faribault and a certificate to show that it had been licensed there. He was permitted to take his car and go.

Johnson overstepped his authority recently and wired and sealed a car at Minnehaha which showed no number. The owner, G. W. Delany, of Minneapolis, claimed that the car was licensed and as Minnehaha was in the Minneapolis district, he denied Johnson's right to seal his machine, and broke the seal himself and rode away. Johnson is now desirous to get a warrant for the arrest of Mr. Delany for breaking the State seal, but it is doubtful if he can do so, since he acted outside of his jurisdiction.

BINGHAMTON ENTERTAINMENT FOR ENDURANCE RUN CONTESTANTS

Binghamton automobile owners planned to entertain royally the officials and contestants of the New York-Pittsburg Endurance Run, who were to reach that place on the evening of Thursday of this week. Binghamton wants to be on the route of the proposed New York-Chicago highway, and the local automobilists advocated showing the visitors a good time with a view to insuring the desired result, since the success of the Endurance Run, it was thought, would have considerable bearing upon the success of the great highway project.

A smoker and entertainment, with an appetizing luncheon, was planned, and an admission ticket in the shape of a cardboard key was gotten out bearing the following inscription:

"This key to Binghamton turns all locks. The time lock for the vaudeville and club smoker opens at 8.30 o'clock Thursday evening, October 8, in clubrooms, Hotel Bennett, Binghamton. Without this key you cannot work the combination. You have the key—you own the city. Endurance Run, 1903."

On the other side was printed:

"This pass key will open the door only in the hands of Mr. ————. The committee asks you to come in your everyday togs."

It was further planned to give the contestants a grand send-off on Friday morning. Every automobile owner in Binghamton was asked to participate in a parade from the starting point to the city limits, thus giving the contestants an appropriate escort from the city. A band seated in several touring cars was to lead the procession.

Automobile races were a feature of the ninety-seventh annual fair of the Cumberland County Agricultural Society, at Carlisle, Pa., last week.

The city council of Des Moines, Ia., is framing an automobile ordinance. Every motor car will be required to be licensed and to carry a license number on the front and rear. Six miles an hour will be the maximum speed permitted in the downtown district, while the limit in the residence section of the city will be ten miles.

REPAIRMEN FROM FRANCE TO REFORM NEW YORK TRADE.

WILL SPOT CARS AND DRIVERS.

Motor Boats Equipped with Powerful Automobile Engines to be Imported, Save the Hulls, and Racing Shell, to be Exhibited at Next Show.

The Panhard et Levassor Company, of France, is about to open a large and fully equipped repair depot for Panhard cars and a selling agency for Panhard motor boats in New York City.

Two representatives of the company, André Massenat and André de Mangin, are now in New York making final arrangements for the branch house, of which they are to be the manager and assistant manager, respectively. A location has not been finally selected, although a number of places are under consideration. An entire building will be occupied, and a showroom, salesroom, garage, machine shop, tire repairing shop and a suite of general offices will be included in the establishment.

In discussing the future plans of the Panhard Company relative to its American branch, Mr. Mangin said:

"We have no intention of selling completed Panhard cars in this country. In fact, it would be impossible for us to do this because the company is sold up for at least twelve months. We shall, however, carry a complete line of Panhard automobile parts, including motors of various sizes and accessories of all kinds, and these will be sold at the prevailing prices in France, plus the additional cost of bringing them over here. We shall have quite a number of skilled repairmen in our establishment who will make a specialty of taking care of our cars. The prices for making repairs will be figured on the French basis, making allowance, of course, for difference in the wage scale and in the cost of power and other incidentals.

FRENCH TALK NOT SUFFICIENT.

"In brief, you might say that we propose to offer our American patrons every convenience for the care and maintenance of their cars, making only fair and reasonable charges for such service. We shall also keep a record of the cars turned out at our works, so that we can advise a prospective American purchaser whether or not a certain Panhard car is new or second-hand; of latest style or out of date. We shall also keep a register of chauffeurs so that no impostor can come over here and get a good position merely because he can talk French and work the operating levers of an automobile."

When asked if the American branch in New York is to be supplied with any Panhard cars for demonstrating or show purposes, Mr. Mangin replied:

"Yes, indeed, we have two 24-horsepower Panhards on the way now, and a

third of either 15 or 24 horsepower for our own use. This car will not be very elaborately finished, but it will be comfortable and fast. The chassis will be of standard pattern. All three cars are to be equipped with the new Krebs carbureter, which is really a wonderful device. As you know, it is quite automatic. One of the nicest features is that the quality of gas admitted to the motor remains the same, regardless of the piston speed."

WILL TEACH US MOTOR BOATING.

Mr. Mangin was reminded that while the readers of THE AUTOMOBILE are naturally most deeply interested in automobile subjects, there were also a great many motor boat enthusiasts among them.

"Ah," he replied, "this is very gratifying, indeed. I am very glad to talk with you about our motor boat plans for America. We shall import motors for boats of all sizes and types, including racing shells and touring launches for use on the St. Lawrence River and in Florida and elsewhere. We shall send over the complete mechanism, but will rely on boat builders like your Mr. Herreshoff for the hulls. Some of these will be of steel and others of wood. Our boat transmission is of standard Panhard type, having four forward speeds—direct driving on the high speed—and a reverse. The motors also are of standard type.

"We shall have a 35-foot racing shell on exhibition at your automobile show in January. The motor will be of either 15 or 24-horsepower. The boat, will, of course, go very fast. This boat and nine or ten Panhard cars will be exhibited also at the St. Louis World's Fair. We have secured a large space, fully 100 feet square, and it will be fitted up in very elaborate style. Our exhibit at the automobile show will be interesting, but not so extensive as that at St. Louis."

In discussing automobile racing, Mr. Mangin remarked that he had never seen an American race track, but that he expected to be present at the Empire City track on Saturday, October 3. "Will your Mr. Barney Oldfield race on that day?" he asked. When answered in the affirmative, Mr. Mangin said, "Ah, this is very interesting. I am most anxious to see him. I understand that he is very reckless."

Danger Signs in Demand.

President Potter of the American Motor League states that the work of the league is meeting with success, and that several hundred consuls have been appointed throughout the country. These consuls, he says, are doing much to establish the League and make its work a success and its influence felt in the separate localities where they reside. Inquiries are being received every day for the League's danger signals, and it is expected that over a thousand of these signs will be sent out during October and November.

Mayor Johnson Abandons His Car.

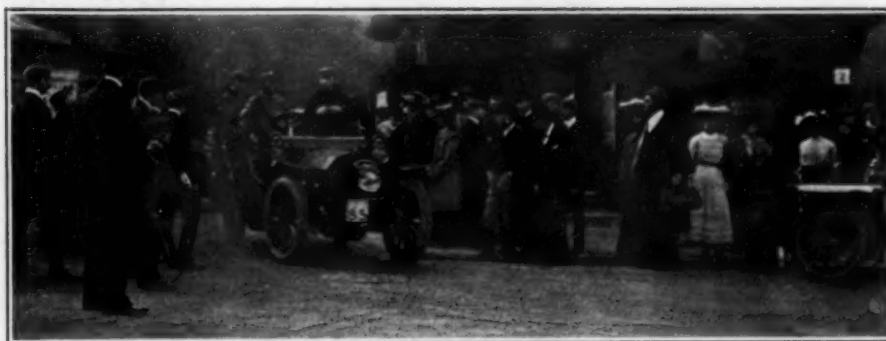
Special Correspondence.

CLEVELAND, Oct. 3.—Tom Johnson, the famous leader of Democracy in Ohio, no longer tours the State in his motor car. He has been obliged, through force of circumstances, to relegate the faithful vehicle to his home in Cleveland. "Mayor Tom," in company with his advisor, William Radcliffe, and John H. Clarke, his candidate for Senator to succeed Mark Hanna, recently made a run from Alliance to Steubenville, seventy miles, over some of the roughest territory in the State, and after that ride John Clarke went on a strike. It might be explained that Johnson's old chauffeur who campaigned with him last year, was compelled to return to Cleveland on account of illness and a new man was substituted. The new chauffeur is a marvel for getting speed out of the "Red Devil," but his style of driving conveys to a person on the back seat a feeling of uncertainty as to whether the machine is going to make a curve in the road or the ditch adjacent to it, and this feeling is exaggerated in night riding. Anyway, Clarke decided that he had lived through it once and positively declined to repeat the experience. The Mayor, whose thinking capacity is not interrupted by this style of traveling, pleaded the exigencies of the case; the necessity for traveling faster than Myron T. Herrick and Mark Hanna, but Clarke was obdurate. And so, rather than have trouble in the ranks, Mayor Tom yielded the point and the car was sent home. In the future the combination will travel by train the same as the more prosaic Republican campaigners.

Auto Route to Cliff House.

Special Correspondence.

SAN FRANCISCO, Sept. 30.—At a recent meeting of the Commissioners of Golden Gate Park, the board, on motion of Commissioner Lloyd, decided to open the way for automobiles to reach Cliff House from the Ocean Boulevard or Great Highway. The automobilists are now allowed to use the south drive of the park out to the ocean. It is proposed to frame a rule which will allow motorists to drive along the Ocean Beach Highway to the north side of the park and thence via Forty-Seventh Avenue to Sutro Heights and the Cliff House. The Commissioners were of the opinion that the direct road from the Cliff House was too steep and narrow, and at certain hours so crowded with carriages and pedestrians that it would be unsafe for the automobilists to use that road. After general discussion, in which the question of speed was fully threshed out, the subject was referred to President Spreckels with instructions to select a route by which the automobilists could reach the Cliff House from the south drive of the park.



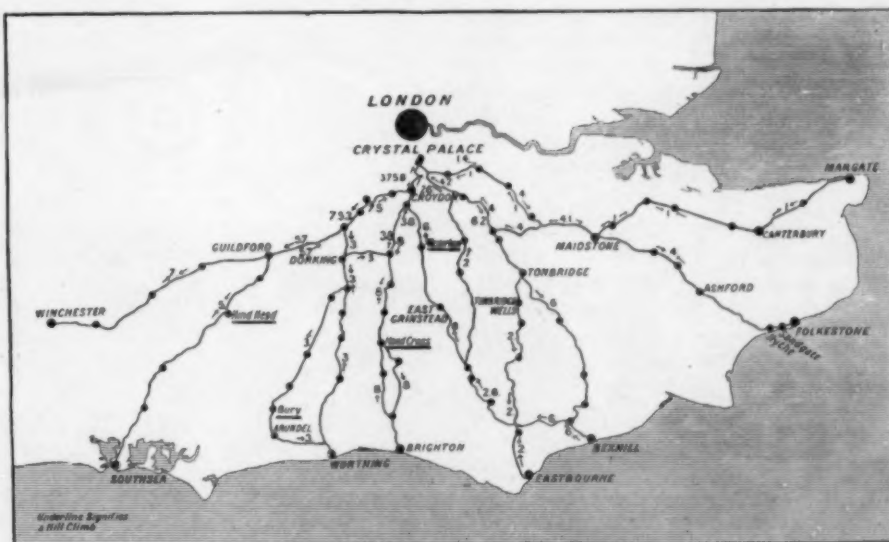
START OF CONTESTANTS FROM CRYSTAL PALACE.

British Thousand-Miles Trials.

England, owing to the free import of motor cars from all countries, has become the testing ground where "reliability trials" may embrace nearly every known variety of automobile and thereby gain in significance and popularity. The laws, the dense population and the contracted dimensions of the "tight little isle" militate against long-distance speed races, and so it has come about that the energies of motorists and automobile clubs have been concentrated upon the task of surrounding the tamer exhibitions of reliability and convenience of operations, including hill climbing, brake and fuel consumption tests with the dignity of well-nigh scientific demonstrations and cramming them

not large, including only five lines—Oldsmobiles, a Cadillac, Stanley steam car, White steam cars and a Winton car—the arrangements for making the occasion a success were so different from those made for American reliability runs as to claim the attention of motorists in all countries.

Not least remarkable was the shower-bath shape of the routes when plotted, as in the accompanying diagram. Each day the cars started from and returned to the Crystal Palace, thereby facilitating the control of results immensely, while the diverging rays of travel fine-combed all the southern portion of England for what there might be of popular interest in the event. Doubtless the economy of this



Reproduced from Automobile Club Journal.

ROUTES OF THOUSAND MILES TRIALS IN SOUTH OF ENGLAND.

full of features of popular interest, as well.

The best that has been accomplished in this respect was, according to the unanimous reports of the British automobile press, the 1,000-miles trials commenced Friday, September 18, and continued until September 26, with runs each day except Sunday. While the number of American-built cars in this contest was

plan was also an important factor in its adoption by the club.

The weighing-in for the tests was completed on Tuesday, three days before the first run, and on the same day were held the preliminary brake tests on a tortuous 12 to 16 per cent. hill within the Crystal Palace grounds. These tests were compulsory for all cars and 104 vehicles par-

ticipated in them. On Wednesday all of these cars were tried on the adjacent cycle track with a view to ascertaining how much noise they made, how much dust they raised and to what extent the vibration of each car was objectionable.

One of the traditional festive English luncheons, in which about 200 motorists and press representatives participated, followed these preliminary trials, leaving all of Thursday for completing the arrangements for a successful start on the first day's run to Margate and back, a distance of 150 miles. Saturday's run was to Eastbourne and back, 120 miles; Monday's to Worthing, 118 3-4 miles; Tuesday's to Folkestone; Wednesday's to Southsea, and so on as indicated by the route lines on the accompanying diagram.

The program of the event was a book of 170 pages, containing a complete guide for all of the trials. Each day's run was in this program divided into sections of two or three miles, and a map of each section occupied a full page in the book.

The club had an official observer on each car who was forbidden to do any work relating to the operation, adjustment or repair of the vehicle, except that he might assist the driver with tire repairs if the car seated only those two persons. His duty was to point out the road and see that the rules of the contest were followed, as well as noting infractions of these rules.

Enforcement of the speed rule depended upon a set time for reaching certain given points on each day's route. No car was allowed to reach these points before the appointed hour, with all the time lost in stops added. The system for marking reliability in operation was by establishing a maximum number of marks, 375 for each day, and deducting one for each minute the car was at rest during the run, except for certain permissible stops.

Similarly, the liability of a car for needing adjustments, cleaning and repairs was measured by deducting marks from a maximum of 187 1-2 marks per day. The relative importance attributed to the various features which were subject to adjudication on the point system is indicated by the maximum numerical value allotted to each feature per day or, as in the following table, for all of the 1,000 miles. These maximums were

	Marks.
(a) Reliability.....	3,000
(b) Cleaning, replenishing, etc.....	1,500
(c) Hill-climbing.....	1,000
(d) Condition after trial.....	1,000
(e) Brakes.....	250
(f) Steering.....	250
(g) Absence of noise.....	250
(h) Absence of vibration.....	250
(i) Absence of vapor or smoke.....	250
(k) Absence of dust raising.....	500
(l) Speed on track.....	500
(m) Re-starting on hill.....	250
(n) Finish and appearance.....	250
(o) General cleanliness of motor and gear.....	125
(p) Fuel consumption.....	500
(q) Accuracy of horsepower.....	250
(r) Cheapness.....	250

Total possible marks..... 10,375

In regard to the manner of judging, several departures from earlier practice were introduced. The accuracy of the declared horsepower was determined by the best performance of each car on a hill-climb. Marks for fuel consumption were on the ten-mile basis; the car showing the lowest consumption in money value of the fuel consumed per ten miles got the maximum, and all the others were scaled down in exact proportion.

All cars were divided in classes according to their market value. The lowest class, A1, was for motor cycles not exceeding 160 pounds sterling in value. The next, Class A, was for vehicles costing £200 or less; this included the Stanley, the Cadillac and

the Oldsmobile of the American contingent. The other classes were: B, £200 to £300; C, £300 to £400; D, £400 to £550, including the White 10-horsepower steam car; E, £550 to £700, including the Winton 20-horsepower car and another White 10-horsepower car; F, £700 to £900, and G, exceeding £900.

Within each class an allowance of seven marks was accorded a car for every one pound sterling its price on the entry form was below the maximum of the class, up to a maximum allowance of 250 marks.

In the brake trials there was noticed a very general improvement in the holding qualities of brakes, but the ability of the machines to restart promptly after a stop on the hill was found deficient in many French and British cars. *Motoring Illustrated* describes the test as follows:

"Each car, with the full load up, was required to run to a position marked by a flag. It was then stopped and held on the hill by application of the foot brake only. On receipt of a signal the foot brake was released, and the car was allowed to run backward down the hill.

"On another signal being given, the foot brake was again applied, and the car had to be stopped before crossing a line drawn across the road at a second flag. The car had then to run still farther down the hill and return again to try the hand brakes under exactly similar conditions.

"The car then ran backward until its front wheels were on the lower line. The sprag was let down and each car had to start from the line up the hill, from standing. This was a very severe test, which most of them succeeded in passing."

UNIQUE DUST-RAISING TESTS.

The trials for testing noise, dust-raising and vibration were held on the cycle track in the Palace grounds, as above mentioned, and developed many surprises. For a space of about thirty yards opposite the stand, the cement track was covered with a thick layer of flour, and on the opposite side of the track a somewhat smaller area was laid with sifted road dust. Naturally the cars raised a heavier cloud when passing over the flour, and the causes of dust raising could be much better judged than when the cars passed over the smaller patch of the heavier material. The competing cars had to be driven round the track piloted by an official car, fitted with a speed recording instrument, at a pace of from twenty to twenty-five miles an hour.

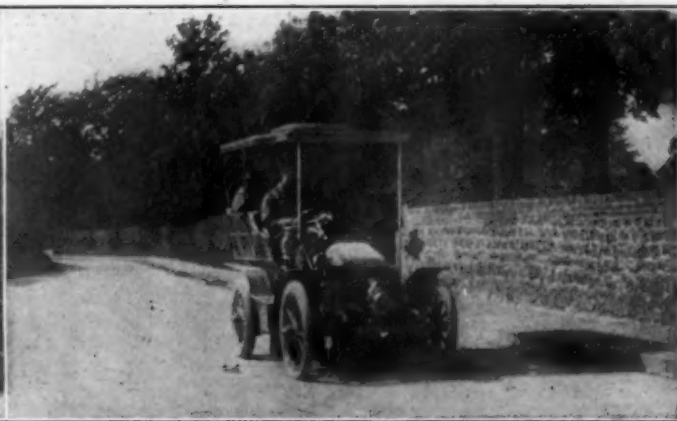
The peculiar feature of the test, says *Motoring*, was that (unless flour acts in so different a manner to road dust that the data obtained are utterly useless), it showed all one's preconceived ideas of the cause of the volume of dust raised by cars to be open to considerable modification. Careful observation throughout the tests led to the conclusion that the wheels are almost wholly responsible for the dust raised, the suction caused by the rapidly



RELIABILITY RUNNERS PASSING THROUGH AN ENGLISH VILLAGE.



20-HP. Humber Car.



10-HP. Wolseley Car.

ALONG THE ROADS FOR BRITISH RELIABILITY TRIALS.

moving car passing over the road surface being accountable for a comparatively small amount. Moreover, the front wheels appeared to raise much more dust than the rear. To the eye, there appeared to be very little to choose between any of the cars in the volume of dust raised when weight and speed were taken into consideration. It was particularly noticeable that when a car appeared to raise a larger cloud than others of the same approximate power and weight, it was safe to assume that it was being run with the tires slacker than the normal. The distance of the car body from the ground seemed to make very little difference in the amount of dust raised.

All the cars were tested for dust raised by the exhaust. Each one in turn was placed on a thick layer of flour and the engine run at full speed for a minute or two, so that the amount of dust raised by the exhaust gases impinging on the road surface could be noted. This was a most interesting test, in view of the statement so often advanced that the exhaust is responsible for a large proportion of the dust raised by a car. In only one case was the amount created really very noticeable, and this was in the car fitted with a special form of silencer, designed to overcome the dust problem, so far as that raised by the exhaust is concerned.

The tests for noise and vibration consisted of a run past the judges on each speed, for noise and running the engine at various speeds, with the car stationary for vibration. It was in the noise tests that the steam cars showed out well in front of the most silent of the vehicles.

On the second day of the run, to Eastbourne, the climbing of Westerham Hill was the interesting feature, but the test was marred by the same congestion of cars on the hill which spoiled the Nelson hill affair in the New York-Rochester reliability run. On the third day 86 survivors out of the 104 starters drew up in line. The fourth day saw 84 starters; the fifth 83. All of the American cars completed the run under the rules except the Cadillac 6 1-2-horsepower car which was injured in a collision on the second day and tempo-

rarily withdrawn for repairs; and it was permitted to start again on the third day subject to the judges' subsequent decision on the subject.

DOMESTIC AND FOREIGN MACHINES AT ST. LOUIS WORLD'S FAIR.

At a meeting of the Executive Committee of the National Association of Automobile Manufacturers, held in the Association's offices last week, with President M. J. Budlong in the chair, \$5,000 was voted toward the preparation of the Association's spaces at the St. Louis Fair next year. This appropriation will be increased as the scheme of the display develops.

Fifty-seven applications for space have been made through the association, 81,000 square feet being the total amount asked for. Of this, 55,000 square feet has been granted. After the Endurance Run, Manager S. A. Miles will go to St. Louis in the interest of the association to arrange for the exhibits.

The Ford Automobile Company was admitted to membership at this meeting.

The following French manufacturers have applied for space at the Fair: Aster, Auscher, Clement, Cottreau, Darraq, De Dietrich, Gardner-Serpollet, Renault, Panhard-Levassor, Kellner, Falconnet-Perodeaud, Fouillaron, Michelin, Turgan-Foy, Pozzy-Potron, Georges-Richard and Otto.

To Make Racing Motor Boats.

Special Correspondence.

NEW LONDON, Conn., Oct. 5.—The Hasbrouck Co., of Yonkers, N. Y., reorganized and incorporated under the laws of Connecticut, has purchased a site adjoining the shipyard of the Holmes Shipbuilding Co., at West Mystic, six miles east of this city, and work has been started on a machine shop for the Hasbrouck Motor Works. S. A. Hasbrouck, M. E., a graduate of Stevens Institute and inventor of the gasoline motor bearing his name, will be in charge of the new motor works. His engine is a four-cycle

motor of two or more cylinders and of high speed. The Hasbrouck Company intends to build all sizes of motors from 4 to 400 horsepower and in connection with the Holmes Shipbuilding Company propose to place in the market a line of modern launches.

Buffalo Club Race Meet Next May.

Special Correspondence.

BUFFALO Oct. 5.—The following ticket has been announced by Secretary Wagner, of the Buffalo Automobile Club, to be voted upon at the annual meeting to be held October 12. The present officers, who have been renominated, will make reports for the year at the same meeting. No opposition ticket has yet been proposed. The present membership includes 282 active and 20 non-resident members.

After much discussion it has been decided to abandon the proposed race meet for October 10, but the members expect to promote a meet for next May, any profits arising from it to be devoted to a fund for the erection of a clubhouse.

Grand Rapids Ordinance Amended.

The Common Council of Grand Rapids, Mich., has amended the local automobile ordinance, passed November 26, 1900. It now requires all motor vehicles to be provided with a gong or horn, with suitable brakes, and lighted lamps between night-fall and dawn. Each automobile must have displayed upon the rear end in a conspicuous place the owner's initials in plain white letters (not monograms) on a dark background, each letter to be at least four inches high and two and one-half inches wide. The initials must also be shown upon the glass of two of the lamps on the car, each letter being an inch in height and three-fourths of an inch in width in black (not monograms). If the initials of two or more persons are found to be the same they shall, in accordance with the order in which licenses have been applied for and issued to them respectively, add the number "2," "3," etc., to the initials. The said initials and numbers will be registered by the city clerk when issuing licenses.

Coal Delivery in New York by an Electric Truck

Yet another field of large promise has been invaded by the commercial motor vehicle. There appears to be unlimited opportunities in the transportation business of large cities for the automobile to supplant the horse with economy of time and reduction of direct expense to the business houses and with large benefits to

new coal delivery is a silent one, save only for the tolerable noise of the coal as it slides down the sheet-iron chute. What an improvement, from the public standpoint!

At the yards of the Hudson Coal Company, in Jersey City, the electric wagon is moved underneath an overhead

without a sound until it arrives at its destination—invariably on time. Its arrival can be foretold almost to the minute, for it does not break down nor become stalled. The operator halts in front of the building where the delivery is to be made, turns the steering wheel, reverses slowly until the rear wheels approach the curb; turns the steering wheel in the opposite direction, starts forward across the street, then for a third time turns the hand wheel and reverses, and the wagon is in position for discharging its load. And, marvel of marvels, not a word has he spoken and hardly a sound has been made.

The driver descends from his seat, opens a small door in the right side of the wagon body, just over the front wheel, moves a small controller that governs a small hoisting motor, which derives its power from the same battery that furnished the propulsive force, and the entire body with its five-ton load slowly but irresistibly rises into the air. The front end starts up first and rises until the body is tilted at a sharp angle with the front end three feet above the frame of the vehicle and the rear end resting on the frame. Still the windlass continues to wind up two strong chains, the system of iron levers resembling toggle irons, closes up more and more, and the body leaves the frame altogether and rises to a height above the frame of five feet at the front and two feet at the rear. There it finally comes to a rest and the powerful little electric windlass is stopped.

The driver now draws out a long sheet-iron chute that has been concealed under the wagon bed and places its lower end in the coal hole in the sidewalk, opens a small



LOADED ELECTRIC COAL TRUCK.

the general public in the direction of cleaner streets and the congestion of traffic. This time it is the huge coal wagon and three-horse team that is superseded by the superior methods of the mechanical age.

And so successful has the innovation proved, even in the three months since it was instituted, that it is not a far cry to foresee the time when the picturesque profanity of the grotesque coal teamster will be but a memory, together with the annoying blockades of street car and other traffic that so frequently result now from the breaking of wheels and axles on the heavily loaded horse-drawn coal wagons. The belaboring of patient horses with the cruel lash as they strain to haul the load up some hard incline or out of some depression, and the shouting and jerking on the reins to maneuver the wagon into position for emptying, will no longer offer occasion for members and officers of the S. P. C. A. to interfere in the dumb brutes' behalf.

The new method is much superior. The power is inanimate and the wagon can not be overloaded. If the driver carelessly gets into a hole, from which the enormous over-load capacity of the motors will not extricate him, or attempts to negotiate an impossible grade, no amount of whipping or profanity will avail him anything; so these elements are wholly eliminated. When backing into position before a coal hole in the sidewalk, a little careful manipulation of the controller and a few turns of the steering wheel suffice. It is useless to shout at a pair of electric motors; so the

chute and the coal is allowed to run into the wagon by gravity. When filled with five tons of coal, the wagon is mounted by the operator and with a movement of the controllers he starts the vehicle on its way to the ferry at a speed of from five to six



BODY MECHANICALLY TIPPED FOR UNLOADING.

miles an hour. The wagon, with its load, is run onto the ferry quietly on its rubber tires instead of with the heavy trampling of a dozen iron-shod hoofs. Arrived on the Manhattan side of the Hudson, the vehicle is run off the boat and proceeds over cobble-stone and asphalt streets

sliding door in the tail-board of the wagon and the coal slides rapidly into the basement.

Again the windless is started, the chains unwind, the chute is replaced and the wagon body descends onto the frame, the operator climbs into his seat, moves

the controller and the vehicle moves majestically and with an impressive certainty of motion on its return journey.

The entire operation, from the moment of arrival at its destination to that of starting back to the coal yards, has required not more than twenty minutes; not a word has been spoken, not a shovel touched and no excitement created further than the assembling of a group of spectators to watch and admire the precision and despatch of the novel twentieth-century method of handling coal.

A description of this unique wagon, which is the first and so far the only one in use in the United States, and probably in

wind up on this shaft and slowly draw the forward end of the extended toggle levers toward the middle of the frame. As the levers fold up, they rise in the middle and force the body upward.

When the order was placed for such a vehicle, the manufacturers at first asserted the impossibility of constructing it, but the Hudson Coal Company insisted and prepared its own designs for this special feature, and up to the present time the operation of the wagon has given entire satisfaction. It makes from four to six trips daily from the yards in Jersey City to New York City, with five-ton loads, the number of loads depending upon the

time was 5 hours and 50 minutes and the distance covered was 31 1-2 miles. Eighteen gallons of gasoline were consumed.

Taking the total ton miles for the trip, it is found that they amount to 129, and with gasoline at 12 1-4 cents per gallon, of which 18 gallons were used, it figures out 1 3-4 cents per ton mile for hauling the load.

The truck having capacity for five tons, if loaded with its maximum, would have used but very little more fuel and the cost of operating would have been reduced considerably per ton mile. Several long hills were encountered, and grades sometimes were as steep as 12 per cent.



THE LABOR-SAVING METHOD OF UNLOADING.

the world, seems hardly necessary, as the photographs show it well in various positions and the construction of the running gear and frame, the position of the battery and the arrangement of the motors do not differ materially from that of other commercial vehicles made by the same company which manufactured the Hudson Coal Company's wagon and which have been illustrated and described at length in previous issues of this paper.

The novel feature, of course, is the rising body. The mechanism of this is similar to that employed in horse-drawn coal wagons of the same type, the principal difference being that instead of turning the windlass with a crank by hand, it is turned by a small independent motor that is geared with a large reduction through spur gears on the right side of the vehicle to a transverse shaft two inches in diameter at the middle of the frame. Two chains

length of the trips. Only one man is required to drive and operate it as against two for the horse wagons, and delays rarely occur, so that a better schedule of deliveries can be maintained.

Gasoline Truck Makes a Long Run.

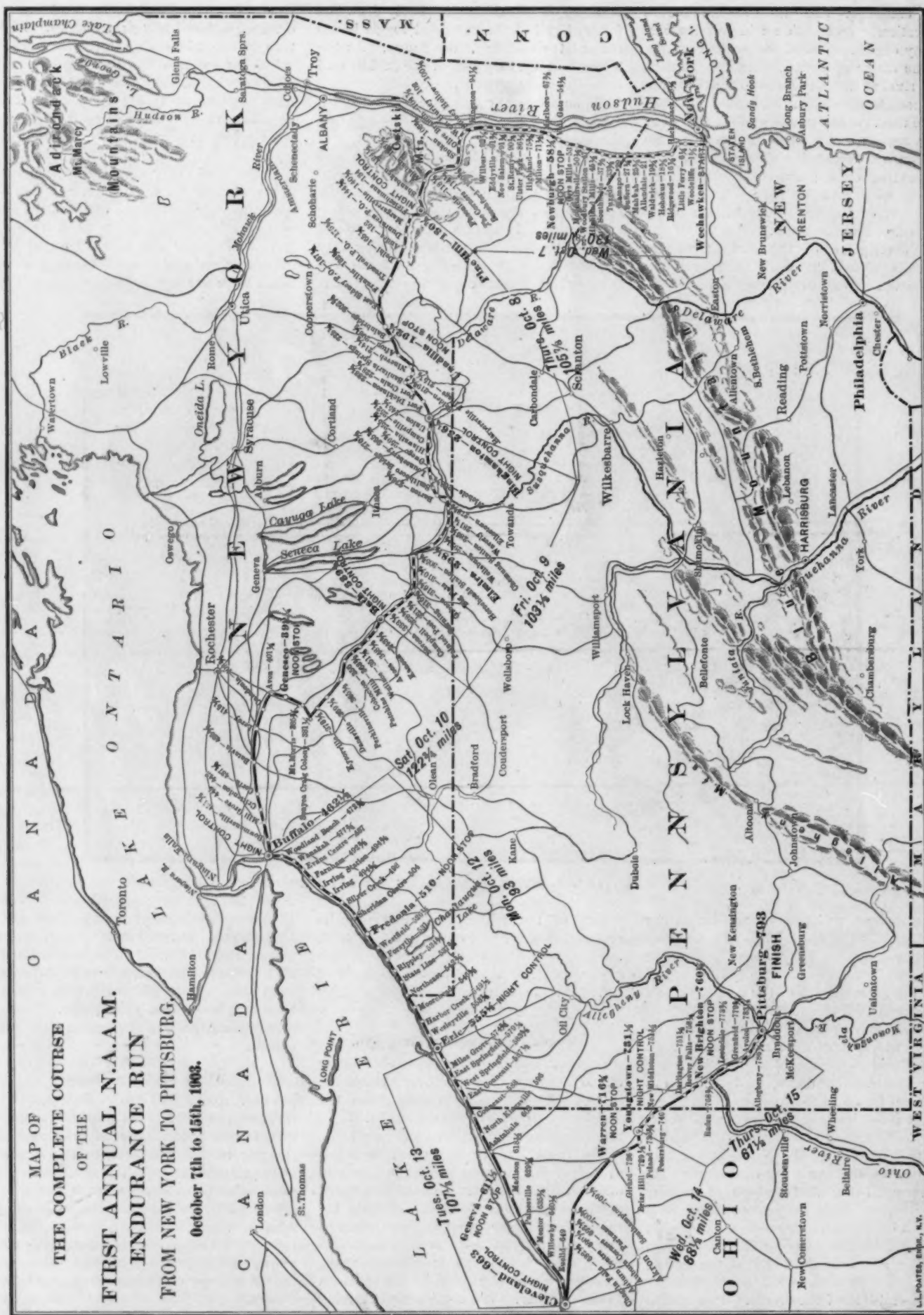
In a test run made on September 18 by employees of the Fischer Motor Vehicle Co. in one of its five-ton trucks from the factory at Hoboken to Morristown, N. J., the following results were obtained:

The truck left the factory at Hoboken at 8.45 A.M., running to Jersey City and arriving there at 9.15. Here 8,200 pounds of sash weights were loaded on and the big truck started on its way to Morristown at 11.05 and arrived there at 6.25 that evening, after having made several stops, including a stop of an hour for the men to take dinner. The total actual running

The truck left Morristown on September 19 at 8.25 A. M., and arrived at Hoboken at 1.20 P. M. Several stops, amounting in all to twenty minutes, are to be deducted from this time to get the actual running time of 4 hours and 35 minutes. Twelve and one-half gallons of gasoline were consumed.

Winter Test for Trucks.

The Automobile Club of America is in receipt of requests from manufacturers of commercial automobiles to hold another test for commercial vehicles this winter. It is proposed to hold this test under the most adverse conditions, with the roads covered with snow and ice, since the truckman requires in an every-day car a machine that can be economically operated on the stormiest day of the year, and over roads that would prove difficult to horse-drawn trucks.



Beginning of the Automobile Manufacturers' Endurance Run from New York to Pittsburg.

Staff Correspondence.

WEEHAWKEN, N. J., Oct. 7.—Thirty-four of the forty-two cars entered for the Endurance Run left here this morning between 7 sharp and 7.58. The day dawned late with a soft northeast wind and a sky overcast with low-lying gray clouds. Before the last two cars left, rain began falling gently, and every prospect was of a hard run through drizzly weather over poor roads during all of Wednesday and perhaps for a day or two more. All contestants were well protected, however.

Few of the contestants spent the night in Weehawken, the machines all being brought over on the Forty-second street ferry. Most of the cars were brought on the 6.15 and 6.30 boats, but eight belated ones crossed on the 7 o'clock ferry and did not get started on the run until after all the others had got away. The two Fredonia cars—Nos. 19 and 20—were still later, and were last to get away—at 7.58.

Of the eight non-starters, the two Peerless cars had been early withdrawn, in fact, it had been doubtful from the time they were entered if they would start. The Springer car was far from ready, as work of construction on this new machine was started only a month ago. The other cars which did not appear were the Columbia No. 1, Stevens-Duryea Nos. 11 and 12, Searchmont No. 21 and Covert No. 22.

Owing to the early hour and to the location of the start on this side of the river, the large crowds which were a conspicuous feature of the starting of previous Endurance Runs, were not in evidence. All told, there were not more than 250 persons at the start, including operators, observers, passengers, officials and local spectators. There was nothing picturesque about the starting point nor about the animated little group scattered along the street in front of the small Point View Hotel.

The start was characterized by thoroughly business-like action, both on the part of contestants and officials, and the manner of the men and remarks passed made it evident that all realized that they were undertaking a run that would be beset with difficulties and mean much glory for those who succeeded in putting their cars all the way through the 793 miles to Pittsburg.

Especially notable among the starters were E. T. Fetch, in the Packard "Old Pacific," and L. L. Whitman, in the Oldsmobile overland runabout. Each was accorded a cheer as he left by the many well-wishers in other machines.

There was very little hitch in the matter of observers and passengers. The observer for car 18 (Rambler) was late in arriving and a substitute was supplied. Later the

observer put in an appearance and was assigned to car 42 (St. Louis) whose observer was missing.

Mrs. A. L. Riker, accompanying Mr. A. L. Riker, in Locomobile, No. 36, was the only woman in the run. She goes as

paper men started with the run, either in officially entered or in accompanying cars. THE AUTOMOBILE, H. M. Swetland, Dr. Dods, H. W. Perry and E. S. Partridge. The Motor Age, Louis R. Smith and R. E. Porter; The Motor World, C. H. Fenner;



START FROM POINT VIEW HOTEL IN WEEHAWKEN, N. J.

a passenger. Mrs. Riker accompanied Mr. Riker in the previous Boston and Buffalo runs.

Mr. W. L. Elkins, of Pittsburg, referee of the run, and H. H. Kunz, counsel for the Licensed Association, were passengers in the F. B. Stearns car.

The following trade-paper and news-

Cycle and Auto Trade Journal, James Artman and F. M. Dampman; Horseless Age, A. L. Clough; New York Herald, J. H. Gerrie; Mail and Express, John C. Wetmore; Telegram, F. E. Spooner; The Sun, A. L. Jervia. Boston Herald, J. C. Kerrison; Boston Globe, J. V. Donovan. Pittsburg Post, E. F. Ballinger.

Over Catskills Roads In the Wet.

First Day of Endurance Run — Perilous Skidding on Clay Roads in the Mountains — Thirty-two Cars Finish.

Special Telegram to THE AUTOMOBILE.

PINE HILL, N. Y., Wednesday night.—At 8 o'clock this evening thirty of the thirty-four starters in the Endurance Run had arrived at the night control in this town. The first arrival, after the pilot cars were started well in advance of the others, was the Columbia car driven by B. B. Holcomb. It arrived at 3 o'clock in the afternoon. The Toledo machine, driven by Mr. Winters, was next, making the distance from Newburg, 72 miles, in about four hours. The third arrival was the Stearns touring car, driven by its maker, and carrying two passengers besides the operator and the observer. At 11 o'clock only the Holley car, No. 37, and the Fredonia runabout, No. 20, and

Fredonia touring car, No. 19, were missing. The latter had slewed into the "trans-continental" Oldsmobile, driven by L. L. Whitman, mashing its radiator, while negotiating a slippery down-grade before Newburg.

The weather, gray at the outset, soon changed to drizzle and rain. Toward Kingston the rain almost ceased, but left the road very slippery, causing the machines to skid. Many hummocks, rain-gutters and deep ruts made traveling at ordinary speed impracticable. Several places presented serious dangers, especially a mountain-side road between Shokan and Beechford, where the swollen stream to the left had washed away part of the

fifteen-foot embankment to within one foot of the wheel track, leaving a very narrow space to the steep mountain side on the right. From Eddyville to Wilbur the wet clay surface compelled all to drive very carefully, allowing any one to pass who would; and no accidents occurred.

The Holley car was reported close to Pine Hill at 8.30 o'clock, delayed by tire troubles. The Phelps car, No. 13, was delayed by a cracked spark plug. The White steamer, No. 5, had four inner tubes and one tire casing blown out and was driven forty-five miles on the wheel rim during the day's run. The White, No. 6, also ran on a flat tire for fifteen miles.

Along the course of the contest school children had been allowed a holiday, and thousands of them were seen along the road. Ten horses were passed and no trouble is reported.

Despite the bad weather, the scenery of the Catskills, magnificent with brilliant fall foliage, was enjoyed by the contestants. Rain commenced again while the cars passed through the first portion of these mountains.

Conditions considered, excellent time was made. Thirty-two machines had reached Newburg at 11 o'clock in the forenoon. Twenty-one had passed Kingston at 2.20 P. M.

The rain continues to-night and the cars are stored in an open field, protected by tarpaulins. Much trouble was experienced by the contestants in finding hotel accommodations, despite of previous assurance to the contrary.

All those among the drivers and passengers who took part in the New York-

Cars Started in Endurance Run, October 7, and Their Occupants.

No.	Class	Name	Start	Operator	Observer	Passenger	Mech
14	D	Arrow	7:00:00	Charles Sheppy	S. B. Palmer	A. H. Clough	
15	B	Pierce	7:00:30	P. P. Pierce	H. W. Chapin		
4	D	White	7:01:00	George S. Waite	S. D. Waldon		*
2	G	Columbia	7:01:30	B. B. Holcomb	A. P. Worthington	J. C. Kerrison	*
						J. V. Donovan	
36	G	Locomobile	7:02:00	A. L. Riker	J. A. Crittendon	Mrs. A. L. Riker	*
3	G	Columbia	7:02:30	L. Duffie	A. L. Morgan	E. F. Ballinger	*
						C. H. Fenner	
8	D	White	7:03:00	Webb Jay	H. G. Farr		*
6	D	White	7:03:30	Paul H. Deming	Ira S. Barnett		*
16	D	"Old Pacific"	7:04:00	E. T. Fetch	G. H. Low		
17	A	Rambler	7:05:00	Edward Collier	M. C. Parshall		
9	G	Toledo	7:05:30	M. W. Winters	A. B. Henley	H. H. Mundy	*
10	C	Toledo	7:06:00	G. W. Soules	F. S. Dey		*
39	A	Oldsmobile	7:06:30	C. Roberts	R. S. Drake		
40	A	Oldsmobile	7:07:00	D. J. Wurges	H. W. Jeffrey		
23	B	Knox	7:07:30	H. M. Davis	W. Collins		*
24	D	Knox	7:08:00	J. Edward Cowan	E. W. Hewlet		*
25	D	Knox	7:08:30	F. H. Fowler	H. G. Reynolds	J. G. Perrin	
						F. M. Dampman	
13	C	Phelps	7:09:00	L. J. Phelps	George Grant		*
41	A	Oldsmobile	7:09:30	L. L. Whitman	W. E. Wright		
35	E	Stearns	7:10:00	F. B. Stearns	A. C. Schultz	W. L. Elkins	*
						H. H. Kunz	
34	A	Northern	7:10:30	Albert Doncoes	D. W. Webster		
18	A	Rambler	7:11:00	Arthur Gardner	H. H. Everitt		
29	B	Haynes-Apperson	7:25:00	George O. Barnes	A. C. Esselstyn		
30	B	Haynes-Apperson	7:25:30	Frank Nutt	F. E. Spooner		
31	D	Haynes-Apperson	7:26:00	H. W. Lanterman	James Artman	Harry E. Dey	*
33	A	Northern	7:26:30	A. W. Hall	R. E. Olds		
32	A	Northern	7:27:00	V. M. Gunderson	H. E. Bradner		
27	B	Franklin	7:27:30	H. L. Winter	R. R. Owen		
26	B	Franklin	7:28:30	William H. Bex	H. T. Thomas		
28	B	Franklin	7:29:00	John Wilkinson	George Tarkington		
37	A	Holley	7:30:00	George M. Holley	W. G. Pierce		
42	B	St. Louis	7:35:00	G. P. Dorris	B. P. Kuhn	George Hofer, Jr.	
19	B	Fredonia	7:55:00	Charles F. Gaither	D. R. Dorris		*
20	A	Fredonia	7:58:00	F. L. Thomas	J. N. Lake		

* Indicates that a mechanic is also carried as a passenger.

Synopsis of Observers' Reports for First Day's Run.

Special Telegram to THE AUTOMOBILE.

PINE HILL, N. Y., Later.—Following are the reports, as nearly as could be obtained from the observers up to the hour of closing of the garage, of the machines arriving at Pine Hill. Owing to the regulations governing the run, detailed and official reports cannot yet be obtained:

Of the Columbias, No. 2 stopped to remove and clean the carbureter, and No. 4 to change spark plugs and take gasoline. All the Whites report tire troubles. No. 4 replaced an outer cover, No. 5 apparently replaced an inner tube, and No. 6 had tire trouble and also some trouble with the vaporizer. The Toledos, Nos. 9 and 10, appear to have had clean records. The Phelps car stopped for repairs to engine and springs, and the Arrow, No. 14, took on gasoline between controls. Nos. 15 and 16, Pierce runabout and Packard, report clean records. One Rambler, No. 17, had engine troubles, and the other, No. 18, tire troubles and also some delay on account of the carbureter or throttle. No. 23 (Knox) lost some part of the muffler and also had to clean the carbureter. No. 25 (Knox) had some minor engine trouble. From the third Knox (24) and from No. 25 (Franklin) no report could be obtained. The second Franklin, No. 27,

lost an oil cup and stopped to replace it. No. 28 (Franklin) reported tire trouble and the replacement of some engine part.

Of the three Haynes-Appersons, No. 29 had apparently no stop. No. 30 ran out of gasoline, and 31 had some trouble with water circulation. No reports were obtained from the Northerns, 32, 33, and 34. The Stearns (35) replaced an inner tube. No. 36, the Locomobile, had a slight delay to straighten the starting crank, no tools being used. The Holley, No. 37, has not appeared at the time of writing. Nos. 39 and 40, Oldsmobiles, appear to have had clean records. The third Oldsmobile (41) stopped to oil up and tighten the clutch. The St. Louis runabout, No. 42, had an unlucky stop, due to the gasoline feed valve jarring shut.

On the Way to Binghamton.

Special Telegram to THE AUTOMOBILE.

DELHI, N. Y., Thursday.—Two cars had passed Andes, twenty-two miles out of Pine Hill, at 8 o'clock this morning, and ten cars had passed Margaretville, ten miles from start, at the same hour. The rain continues bad.



W. L. ELKINS, OF PITTSBURG, REFEREE OF THE CONTEST.

Rochester test run two years ago, when rain also made the roads almost impassable, are dreading the morrow's run, which includes some of the most difficult, if not the most dangerous, portions of the itinerary. There is some talk among the experienced ones of winding the tires with chains.

Confetti and paper balls were scattered at turns in the road by the two pilot cars, a White steamer and a Pierce Arrow, and this provision by the management of the contest proved an excellent means for indicating the right course.

**HOLLEY LIGHT TOURING CAR.***[No Illustration Available]*

Single-cylinder, 5-hp. vertical engine, in front; transmission, planetary; chain drive, splash lubrication, pump circulation; angle-iron frame and semi-elliptic springs; weight, 850 lbs.; price, \$600; tires, 26 in. by 2 1-2 in.; wheel gauge, 47 in.; wheel-base, 58 in. Made by Holley Motor Co., Bradford, Pa.

**WHITE STEAM TOURING CAR.**

Compound, two-cylinder steam engine, vertical, in front; works with superheated steam and condenses exhaust; carries four persons; weight, 1,675 lbs.; price, \$2,060; tires, 30 in. by 4 in. Made by White Sewing Machine Co., Cleveland. Three cars started in run.

LOCOMOBILE GASOLINE TOURING CAR.

Four-cylinder, vertical 16-22-hp. engine in front; sliding gear transmission; drive by side chains to rear wheels; centrifugal water pump; four brakes; all-steel frame; springs, long semi-elliptic; weight, 2,200 lbs.; price, \$4,000; tires, 34 in. by 4 in. Made by Locomobile Company of America, Bridgeport, Connecticut.

**PIERCE RUNABOUT.**

Single-cylinder, high-speed engine, vertical, on rear axle; weight, 1,250 lbs.; price, \$1,200; tires, 28 in. by 3 in. Made by Geo. N. Pierce Co., Buffalo. Same company has in the run its "Arrow" model, with two-cylinder, medium-speed engine, vertical, in front; with tonneau to carry four persons; weight 1,960 lbs.; price, \$2,500.

**HAYNES-APPERSON LIGHT CARS.**

Two cars of this type in run. Two-cylinder, opposed, horizontal, 11-hp. engine, in body; transmission by individual clutches; chain drive; rotary water pump; springs, full elliptic; can be equipped with rear seat; weight, 1,430 lbs.; price, \$1,450; tires, 32 in. by 3 in. Made by the Haynes-Apperson Co., of Kokomo, Ind. Cut shows Frank Nutt, who drives one of the cars in the contest.

Same company has in the run a Haynes-Apperson Tonneau, weighing 2,310 lbs.; engine same type as above, but rated at 20-hp. and placed in front. Price, \$2,500; springs, elliptic and semi-elliptic; tires, 32 in. by 4 in.

**ST. LOUIS LIGHT TONNEAU.**

Single-cylinder 10-hp. horizontal engine, in front; sliding gear transmission; chain drive to live rear axle; platform springs in front, elliptical in rear; weight, 1,600 lbs.; price, \$1,500; tires, 30 in. by 3 1-2 in. Made by St. Louis Motor Carriage Co., St. Louis, Mo. With rear seat, carries four.

**PACKARD MODEL F.**

Single-cylinder, horizontal 12-hp. engine, center of frame; sliding gear transmission; chain drive to live rear axle; with tonneau, carries five persons; springs, elliptic in rear, inverted elliptic in front, with three point suspension of frame; tires, 34 in. by 4 in.; weight, 2,300 lbs.; price, \$2,500. Car in run is "Old Pacific," which was driven from San Francisco to New York last summer. Made by Packard Motor Car Co., now of Detroit, Mich.

**PHELPS TOURING CAR.**

Three-cylinder 15-hp. engine, vertical, in front; Upton transmission; direct bevel gear drive; ignition by primary current; water circulation by centrifugal pump, gear driven; wheel gauge, 4 ft. 6 in.; tires, 30 in. by 3 in.; single tube; weight, 1,500 lbs.; price, \$2,000. Same car climbed Mt. Washington August 25 in 1 h. 46 min. Made by Phelps Motor Vehicle Co., Stoneham, Mass.

**COLUMBIA TOURING CAR.**

Four-cylinder, upright, 24-hp. engine, in front; sliding gear transmission; single-lever gear control; seating capacity for six with tonneau; springs, semi-elliptic; foot-board and dash independent of vehicle body, a main and a false frame being employed, latter supporting motor mechanism; aluminum bonnet; weight, 3,100 lbs.; price, \$5,000. Made by Electric Vehicle Co., Hartford, Conn. Two cars started in run. The cut shows the drivers of both, B. B. Holcomb and L. Duffie.

**TOLEDO TWO-CYLINDER CAR.**

Fourteen-hp. vertical engine, in front; sliding gear transmission; double chain drive; force feed lubrication; wheel gauge, 4 ft. 6 in.; wheel-base, 76 in.; price, \$2,000; tires, 30 in. by 3 1-2 in. Made by Pope Motor Car Co., Toledo, O.

**FRANKLIN CARS.**

Illustration shows car driven by W. H. Bex; other two cars in the run identical in construction; four-cylinder, upright, air-cooled motor in front, 10-hp.; transmission epicyclic; long chain drive to rear axle; weight, 1,100 lbs.; price, \$1,300; tires, 28 in. by 3 in. Made by H. H. Franklin Mfg. Co., Syracuse, N. Y.

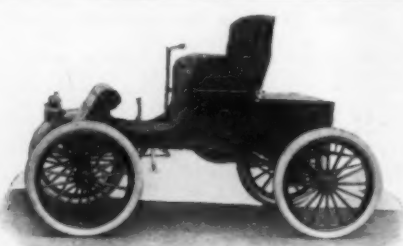
**STEARNS TOURING CAR.**

Double-cylinder, opposed, horizontal, 24-hp. engine, centrally mounted; all controls at steering wheel; chain drive to rear axle; band clutch; 34-inch wheels; chain drive to rear axle; band clutch; 34-inch wheels; weight, 3,000 lbs.; price, \$3,000; tires, 4 in. in front, 4 1-2 in. rear; seats six. Made by F. B. Stearns Co., Cleveland.

TYPES OF THE AUTOMOBILES ENGAGED IN THE NEW YORK-PITTSBURG ENDURANCE CONTEST.*[Continued on page 380.]*

**TOLEDO FOUR-CYLINDER CAR.**

Twenty-four-hp. vertical engine, in front; general construction like Toledo 2-cyl. car; wheel-base, 90 in.; tires 34 in. by 4 in. Price, \$4,500.

**FREDONIA RUNABOUT.**

Single-cylinder, 9-hp. horizontal motor on center of frame; transmission planetary; chain drive, pump circulation; lubrication by grease and mechanical oilers; weight, 1,400 lbs.; price, \$1,000; tires 30 in. by 3 in. Made by the Fredonia Mfg. Co., Fredonia, N. Y.

**OLDSMOBILE.**

Single-cylinder, horizontal engine, centrally in frame; Concord springs; weight, 920 lbs.; price, \$650; tires, 28 in. by 2 1-2 in. Made by Olds Motor Works, Detroit. Three cars started in run.

**NORTHERN RUNABOUT.**

Single-cylinder, 6-hp. horizontal engine, centrally in frame; transmission, planetary; will carry two or four persons; Concord springs; tires, 28 in. by 3 in.; weight, 1,500 lbs.; price, \$800. Made by Northern Mfg. Co., of Detroit. Two cars started in contest.

**KNOX STANHOPE**

Single-cylinder, air-cooled, horizontal engine, centrally mounted; weight, 1,850 lbs.; price, \$1,250; tires, 30 in. by 3 1-2 in. Made by Knox Automobile Co., Springfield, Mass.

Same company enters two larger Knox cars, two-cylinder engines; weight, 2,400 to 2,450 lbs.; price, \$2,200; tires 32 in. by 4 in.

**THE FREDONIA TONNEAU.**

Single-cylinder, 10-hp. horizontal motor on center of frame; transmission, planetary; chain drive, pump circulation; lubrication by grease and mechanical oilers; tires, 30 in. by 3 in., clincher pattern; weight, 1,700 lbs.; price, \$1,250; carries three persons. Made by Fredonia Mfg. Co.

**RAMBLER CAR.**

Made by Thomas B. Jeffery Co., Kenosha, Wis.; 6-hp. horizontal, single-cylinder, gasoline engine in middle of car; epicyclic transmission gear, chain drive; thermic water circulation; lubrication by gravity and compression; tires, 28 in. by 3 in.; weight, 1,350 pounds; price, \$750.

TYPES OF AUTOMOBILES ENGAGED IN NEW YORK-PITTSBURG ENDURANCE CONTEST.

[Continued from page 379.]

America's Only Machine for Pressing Auto Frames Out of Sheet Steel.

Only one machine for producing pressed steel automobile frames is said to be in existence in America, and this is installed in the Federal Manufacturing Company's plant in Milwaukee. The pressed frame has the advantage of economizing weight 35 to 60 per cent., as compared with structural iron frames of equal strength, the saving being due to the taper shape of the reaches and the smaller number of joints, reinforcements and rivets. Once the dimensions and configuration of the frame have been decided, so that many frames may be made at the same time, the pressed frame also compares favorably in cost.

In regard to the machine for producing these modern frames, first popularized by the Daimler Motoren Gesellschaft, of Cannstatt, some information is given in the following description:

It is an eccentric press of 1,200 tons capacity whose table is 18 feet long by 30 inches wide, so designed that the strains developed in forming a piece the full length of the table are resisted at six points in

this length, which insures an even distribution of load. The twelve upright tension rods form the framework of the machine and tie the top which carries the driving shafting to the bottom, which consists of a vertically adjustable table. Six of these rods serve at the same time as guides to the plunger to reciprocate upon.

The machine is triple geared and driven from both ends to avoid torsional stress in the shafts, which are, of necessity, very long. The press is practically a series of six drawing presses in one; any one of these six sections is capable of exerting a pressure of 400 tons, which is sufficient for cold-drawing sheet steel up to at least one-fourth inch in thickness to the length of the section and the entire press is capable of forming equal thickness to its full length. The press is not only used for drawing but for blanking or shearing.

The tools are made sectional to enable the ready adjustment of dies to different sizes, obviating the necessity of providing a complete system of tools for each new shape.

With this sectional construction there is practically no limit to the length of work which could be handled in this manner, as each section is sufficient in itself for the full duty for its length, and assuming the

shafts and gearing to be proportioned for increased strain as result of increased length, the other parts of the machine would retain their same sectional area regardless of the length to which the machine was extended.

Popular approval at recent race meets of the work and design of the "Gray Wolf" racing machine has resulted in a well-defined rumor that this car will be manufactured for next year as a regular Packard model.

The Yosemite Stage and Turnpike Company, in conjunction with the Southern Pacific Railway, proposes to install gasoline stage coaches to run between Yosemite and Raymond, Cal. The Southern Pacific is installing automobile stage lines between stations along its route and towns in the interior. A line has been recently put in to run over the sixty miles of road between Tonopah, Nev., and Sodaville.

Correspondence

Tolerance in Geneseo Valley.

Editor THE AUTOMOBILE:

Sir:—I enclose an editorial clipped from a recent issue of the *Geneseo Democrat*, which, I think, merits your attention from the fact that the Geneseo Valley is one of the particular localities of the United States devoted almost exclusively to the raising of horses. There is a good deal of common sense back of what this gentleman has to say, and I would like to have it given as wide publicity as possible.

W. L. SMITH,

Secretary Automobile Club of Pittsburg
Pittsburg, Sept. 29.

The editorial referred to reads, in part, as follows:

There are altogether too many people who have an idea that an automobile should have no place on earth and when they see one coming they would rather get run over than move four inches to get out of the way. An automobile has the same rights in the highways as a horse and carriage, other than that their speed is limited and several other restrictions which the legislature has very wisely seen fit to place upon them. As a general thing when a driver with a team endeavors to get through a crowd, the people will separate and let the team pass through, but when a person attempts to pass through a crowd with an automobile there are a certain class of people who will not give an inch of room, although they are aware of the fact that the automobile can travel several times faster than they can and should be given an opportunity to pass through and get out of the way of the crowd. A person has a right to own an automobile he has a right to run it, and he is entitled to the same courtesies and privileges as a man with a team. We will admit that there are altogether too many automobiles in the hands of reckless drivers, and at the same time there are altogether too many horses placed in the hands of reckless drivers, and a team of horses is as dangerous as an automobile when not properly controlled. People who object to automobiles might as well make up their minds that they have come to stay, and that they will rapidly take the place of horses, not altogether, but to a large extent.

Auto Coaches for Railroad Tracks.

Editor THE AUTOMOBILE:

Sir:—The enclosed copies of letters received from and written to the President of the Jamestown, Chautauqua & Lake Erie R. R., explain themselves. Will you kindly take the matter up, and oblige.

SEARCHMONT AUTOMOBILE COMPANY.

E. B. J.

Philadelphia, Sept. 26.

"Searchmont Automobile Co.:

"Gentlemen:—I am seeking information concerning self-propelling motor cars for the transportation of passengers upon railroad tracks of standard gauge.

"We have during the summer a traffic which, it has occurred to me, could be peculiarly well served by a service of this kind for a short section of our road. My idea is a motor car with a capacity of, say, fifty people, with platforms at each end for motorman and conductor. If you

have made any experiments along this line toward manufacturing a car of this description or contemplate putting a car on the market, or know of any company who have made the cars, I would be glad to have the information. If you have not gone into this matter at all, I would be glad to know what you think the prospects are for developing a car of this kind in the near future.

"F. L. CHASE, President."

Jamestown, N. Y., Sept. 24.

"Mr. F. L. Chase:

"Dear Sir:—Your favor of the 24th has been received, and in reply we beg to state that it would be impossible for us to fill your order, nor do we know of any concern that could do so; but the plan seems quite feasible, and we have referred the matter to one of the leading automobile papers, and you will no doubt hear from them shortly on the subject.

"SEARCHMONT AUTOMOBILE CO."

The Chicago Motor Vehicle Company, 370 Wabash Avenue, Chicago, is, so far as we know, the only American concern making such a railroad automobile. It has just brought out a friction-drive coach equipped with a powerful horizontal gasoline explosion motor and having flanged wheels to fit standard railroad tracks. It has an enclosed body with front vestibule and steps, and will comfortably seat two dozen passengers.—Ed.

Auto Insurance in Transit.

General demand for a form of insurance policy which would cover those risks against which the owner of an automobile is most defenseless and without regard to the geographical location where loss is incurred, is slowly making an impression on the insurance companies. On this subject THE AUTOMOBILE has received the following communication from the American Estates Managing Company, of 271 Broadway, New York:

Editor THE AUTOMOBILE:

The new policy which we have reference to covering automobiles throughout the country is issued on the standard form, similar to other fire insurance policies issued in this State in standard companies, the insuring clause being as follows:

"\$5,000 on automobile No. 1111, its fixtures and appurtenances. Name of manufacturer: Blank Mfg. Co., from the 22nd day of September, 1903, at noon, until the 22nd day of September, 1904, at noon, within the limits of the United States, including while in building, on road, ferry or inland steamer, or on coastwise steamer bound from a United States port to a United States port.

Covering loss or damage—irrespective of average—to the automobile hereby insured caused by fire. This policy also covers while on board railroad cars, against the risk of fire and derailment of the cars only, but it is understood and agreed that in the event of any warehouseman, carrier or bailee, assuming any insurance risks (or procuring insurance to be effected) in respect of the automobile insured hereunder, for the whole or any portion of the route, such protection shall to its full extent be deemed insurance prior to

this insurance, but there shall be no return or rebate of premium on such account.

While on board steamers, against marine perils only (including fire) but free from partial loss unless caused by stranding, sinking, burning or collision with another vessel.

It is expressly understood and made a condition of this contract, that no claim shall be made under this policy for loss or damage by fire originating in or on the machine itself, it being mutually agreed that this policy shall be construed to cover only against loss or damage originating entirely outside of and apart from the machine itself.

The printed conditions of this policy are waived in so far as they conflict with this form."

DIXIE HINES, Secretary.

CINCINNATI MOTORISTS AND CITY OFFICIALS ACTIVE.

Fourteen cars of the Cincinnati Automobile Club, containing thirty persons, were driven out to Maderia on September 24, the motorists making a half holiday of the trip to the country. The start was made from the Garfield monument at 1:45 P. M., and the course lay out Gilbert Avenue to McMillan, to Madison Road, thence through Madisonville to the destination. Here the buffet car was brought up and a very nice luncheon was served.

Every owner of an automobile, as well as all places where the machines are kept for hire in Cincinnati, has received a citation from the city board of review requiring the owners of the machines to appear before the board and show cause why they should not pay a tax upon them. The board has secured the names of owners of motor cars in the city who have not included them in their personal returns for taxation and has sent out citations accordingly.

An automobile belonging to E. Gebhardt, a wholesale jeweler of Cincinnati, was recently removed from his stable by Thomas O'Gara and Charles Stein, who went on a drive with the machine without Mr. Gebhardt's permission. The culprits were arrested, but it has taken a Cincinnati police court judge a week to decide their guilt. He has now rendered a decision to the effect that a person who takes an automobile without permission can be accused of malicious destruction of property if the machine is injured.

Cleveland Threatens Delinquents.

Special Correspondence.

CLEVELAND, Oct. 3.—The Board of Review of the city taxation department some time ago notified 250 automobilists of the city to appear before the board and explain the returns, or absence of returns, made on their machines. Those who failed to appear have been sent a second notice threatening to assess the automobile at a maximum value of \$1,000 if no answer is received. As most of the machines in question are old ones, some of them being relics of the experimental era, the threat will no doubt have the desired effect.

Mayor William C. Crolus, of Joliet, Ill., has purchased a steam automobile.



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To Advertisers—Copy or changes in orders for advertisements for this issue of the week following should reach us not later than Saturday.

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SATURDAY, OCTOBER 10, 1903.

ENDURANCE RUN NO PROMENADE.

In organizing its Endurance Contest from Weehawken to Pittsburg, via Cleveland, and choosing a course through the Catskills and the southern portion of New York State, the National Association of Automobile Manufacturers has invited its members to submit to a test, in which there are many unusual chances for partial defeat depending upon the weather and the resulting condition of the roads. Even under the most favorable conditions the run will not be an easy promenade. The daily journeys, as scheduled, are long and the roads in many sections are narrow, tortuous, hilly and rough-surfaced. With a little rain to make them also slippery they are dangerous at any but the most moderate speed—say 6 miles per hour. And the terms of the run will encourage every participant to attempt an average speed for each day of the contest more than twice as high. If clear weather and dry roads prevail there is still much to be feared from congestion of vehicles on narrow bench roads which will not permit one car to pass another in safety. On the same roads wet, any car in which the load distribution, as between rear and front axle, has not been designed with special reference to the avoidance of skidding, and rough traveling generally, will be apt to

leave the road entirely and make a too-rapid descent to lower regions, unless the driver employs special precautions, such as winding the tires with rope or chains, and also steadfastly refuses to be drawn into the speed vortex by the example of other contestants.

While it holds good that a contest is the more instructive the more difficult the route selected, there is quite an opening for blind chance-taking when these difficulties are of that irregular, unforeseeable description which may make havoc of one car while another chances to pass them unnoticed.

In accepting this possibility for mishaps which may readily occur without fault of the driver or shortcoming of the machine, the contestants in this Endurance Run are staking high purses on the reasonableness of the broad public who are apt to judge the results of the event without nice discrimination in each instance. Whether willingness to take this chance is evidence of good business judgment may be open to discussion. It is certainly evidence of a good deal of love for sport, and the very fact that the manufacturers themselves have organized a test in which the assurance of good sport is much greater than that of good business results, should go far to prove that they are not a band of mercenaries bent on selling the public the smallest value for the most money, but as genial a lot of men as may be found in any other industry and actuated in their dealings by all sorts of humane motives, including a commendable desire for producing the best automobiles that their brains can devise.

If accidents should occur on the rugged paths that the contest will follow, it will, under these circumstances, devolve upon the automobile press to sift the facts as thoroughly as possible, lest the public jump at unwarranted conclusions in regard to the causes in each case and the main object of the whole demonstration be thereby defeated. The N. A. A. M. might have imposed an easier task on the press, but, now that the dice have been cast, there is only room for expressing the hope that fair weather will moderate the natural difficulties of the trip and will render all *post factum* explanations of untoward incidents unnecessary. A personal inspection of part of the route leads to the remark, however, that there should be nothing surprising in hearing of troubles from such localities as near Smithboro bridge and the narrow hillside roads in the Susquehanna valley, between Chemung and Wellsburg near Elmira, all of these on the third day of the run; and, on the fourth day, between Patchin's Mill and Cohocton. From Dansville to Sonyea the road following the abandoned old Genesee canal is a succession of cradles and knolls with a chug hole in nearly every dip, narrow and winding at that.

It may safely be said that if a high percentage of the cars pass through these

places, without severe setbacks of some kind—however the weather turns out—there will be high testimony in the performance to the fitness of the cars for our special American road conditions.

FRENCH TO TEACH US?

The announcement that a New York depot is shortly to be opened for the care and repair of French automobiles on the French plan, and incidentally to protect the gullible New Yorker from pretended chauffeurs whose stock in trade is confined to Gallic nativity and a superabundance of gall, is interesting and in some respects important. There is no question that in both equipment and skill the repair end of the automobile business hereabouts is a bad second to the selling end, and that the charges made bear only a transcendental relation, if any, to the quality of the work done. As to the chauffeurs, we had the impression that the New Yorkers were already applying the lesson of self-help in a practical way. Nevertheless, progress will not be the worse for a helping hand in this direction as in the other, and if the French can teach us a better way we will gladly learn it. When it comes to "motor boating," however, there seems room for a question as to whether the French will teach us or we the French. True, we are only beginning to put light and high-speed motors into our boats, but on the other hand, it is very doubtful if, power for power, our ingenious cousins can show results even approaching those of some speed launches lately produced on this side. Motor design is a science, hull design largely an art; and at present it seems that, contrary to the usual order, the art is that in which we lead.

We wonder how many contestants at the Empire City track have thought to look over the fence skirting the eastern turn. That end of the track is all made land, raised some thirty feet or more above the adjacent property, with a stray house or two at the foot of the bank. The track is wide, of course, and is well banked, as horse tracks go, but still it is a great pity that the track which holds most of the automobile track records should be so apparently foredestined some day to a terrible accident. Probably many more tracks have equally dangerous features, which, but for automobile racing, would never have been thought of. The circumstance merely emphasizes the fact that some other attraction than pure speed must before long be found.

It is much to be hoped that the excellent work of the American Motor League, in putting up the new danger signs described in a recent issue, will not be defeated as was that of the A. C. A. last year, when it erected several hundred distance signs in New York State and elsewhere, only to

have them broken down or stolen within a few months. Under the law, a road sign must be put up by the local highway commissioner to be entitled to the law's protection. In New York, at least, a highway commissioner must erect a sign if called upon to do so by twenty-five taxpayers in his district, and this should make the erection of ordinary distance signs, by private enterprise unnecessary. But where special or private signs are needed, they may still have the protection of the law, provided the legal formalities are observed by proper arrangements with the local commissioners.

ENTRANTS WITHDRAWN FROM ENDURANCE RUN.

L. P. Mooers, of the Peerless Motor Car Company, Cleveland, was in New York during the week. When seen at Banker Brothers' garage in Thirty-eighth Street, Mr. Mooers confirmed the report that the Peerless Company had finally decided to withdraw its two cars from the N. A. A. M. endurance contest. Mr. Mooers stated that his company had given the matter much careful thought and had come to the conclusion that very little would be gained by participating in the run.

"It is only natural to assume," said Mr. Mooers, "that every car will be driven by the best available expert, so the public at large will gain nothing of practical value by studying the results, no matter how gratifying they may be from the manufacturer's standpoint. We are always glad to prove what Peerless cars can do under ordinary conditions, driven by the average operator, but have no particular desire to demonstrate their reliability under unusual conditions. Another thing is we are sold up on this year's cars, and the rules of the endurance run do not favor 1904 models."

Mr. Mooers recently suffered a compound fracture of the wrist bones in his right arm, which he still carries in a sling. By this unfortunate accident he would have been prevented from driving a car in the endurance run, even apart from the business reasons set forth above.

Byron V. Covert & Co. regret that they failed to get their 1904 model ready in time to take part in the run, and as it embodies several improvements in design and construction they do not wish to go before the public in this contest with the model of older date.

Other withdrawals announced on the eve of the event, and without assignment of special reasons, are those of the two Stevens-Duryea cars, one of the trio of Columbia 24-horsepower gasoline touring cars, and the Searchmont machine.

Ten large touring cars were used to good advantage in Ward 20, Boston, by shrewd politicians, delinquent voters consenting to ride to the polls in an automobile for the novelty of the ride.

CLUBLAND

KANSAS CITY CLUB HUMORS DRIVERS OF HORSES.

Special Correspondence.

KANSAS CITY, Oct. 1.—Articles asking for a *pro forma* decree of incorporation of the Kansas City Automobile Club were filed in the Circuit Court at Independence on September 28. The officers are, President, William Huttig; secretary, Myron C. Albertson, and treasurer, Henry Merrill. Those signing the application for the decree as charter members are, Fred A. Hubbard, Dr. G. L. Henderson, Walter and Edward Richter, E. P. Moriarty, L. C. Boyle and T. W. Day.

The club has voted to forego its rights on Cliff Drive, a boulevard much used by horsemen. The decision was made at the suggestion of General L. C. Boyle, the club's counsel. General Boyle showed, however, that the park board had no legal right to bar automobiles from the drive, nor from any other boulevard in the city. But the dangerous grade of the drive makes it especially hazardous to drivers of timid horses, and while the General thought that it would have been more logical for the board to have kept the horses off, inasmuch as they are the ones that become frightened and uncontrollable, and not the automobiles, he suggested that the automobilists bow to the wishes of the board, while reserving their legal rights, and refrain from driving on the Cliff Boulevard for the present.

The grade on the Cliff Drive, which skirts the Missouri River, is quite steep at the entrance, and the road runs close to the edge of the bluff, with a rock wall on one side and a sheer precipice on the other. The park board has planned another entrance to the drive and the club will assert its rights when this is completed.

The club as yet has taken no action on the license laws. General Boyle has them under consideration and says there is a flaw in the State law which will, he thinks, invalidate it. He says the State cannot license automobiles without also doing likewise to all other vehicles, as it would be class legislation.

Nine events have been carded for the club's race meet next Thursday at the Driving Park. The entries closed to-day and there are over forty. President Huttig has offered a fine silver cup, valued at \$100, to be known as the Huttig Cup, for the first prize in the five-mile open. He also will give \$50 in plate for the second prize and \$25 in cash for third in this race. Rothschild & Sons have offered another cup for the three-mile race for gasoline machines of 2,000 pounds and under.

President Huttig has ordered a powerful, four-cylinder touring car and will

have it stripped for racing. Louis Curtiss will drive it for an exhibition and, under a permit from the American Automobile Association, will try for a record. This car will be barred from competing in the race for the Huttig Cup. Curtiss also has a fast car ordered for the meet and hopes to "lift" this cup.

The club will entertain the visiting members of the Interstate Association of Automobilists, and at the Driving Park, after the races, will give a dinner in their honor.

CHICAGO AUTO CLUB VISITS GRAND RAPIDS MOTORISTS.

The Chicago Automobile Club paid its return visit to the Grand Rapids Automobile Club on September 25, 26 and 27, and were well entertained by the Wolverine motorists. The club left the Lake City by boat on Thursday night, and were met in Holland, Mich., on Friday morning by Secretary Lyman W. Welch, of the Grand Rapids club. The tourists were joined at Jenison later in the morning by a committee from the club and the cavalcade arrived in Grand Rapids at noon, and were escorted to the Morton House, where visitors and hosts took dinner. In the afternoon there was a parade of Grand Rapids and Chicago automobiles on the streets, and following that there was a run to Plainfield. In the evening an informal reception was held in the new Lakeside club building.

On Saturday morning the party drove to Green Lake, twenty miles south of the city, and returned to the Morton House for dinner. In the afternoon many attended the automobile races at Comstock Park, and in the evening the visitors were entertained at the homes of different members of the home club. The Chicago party returned home on Sunday evening, going by boat from Holland, Mich.

ALBANY CLUB'S FIRST AUTOMOBILE PARADE A BIG SUCCESS.

Special Correspondence.

ALBANY, Oct. 5.—Although this is not a large city and is too hilly to be an ideal city for the use of automobiles, there were fifty-five vehicles in the first automobile parade arranged by the Albany Automobile Club last Saturday. All styles were represented, from the light runabout to the heavy touring car, and all three powers, gasoline, steam and electricity.

The parade formed on Washington Avenue and moved through all the main thoroughfares and boulevards, ending with a rush up State Street hill from Broadway to Eagle Street. The grand marshal was Oliver A. Quale, who was assisted by Frank Fiske, Jr., and Joseph Taylor. Several automobiles from Pittsfield and Springfield, Mass., were in line. Mayor Gaus and other city officials rode in the parade as guests of honor.

After the parade the members rode out to a roadhouse in the Loudonville suburbs and partook of a clambake.

Club Formed at Wheeling.

Automobile enthusiasts of Wheeling, W. Va., and vicinity met in the Board of Trade rooms in Wheeling on Wednesday night of last week and effected the preliminary organization of the Ohio Valley Automobile Club. Will Covig, of Wheeling, was selected as president, and R. H. Mahlke, also of Wheeling, as secretary. The secretary was directed to correspond with different automobile clubs with a view to securing assistance in drafting a constitution and by-laws. He was also instructed to write to all owners of automobiles in Wheeling and vicinity, asking them to join the club. The purpose of the club will be to protect the public from reckless driving and incidentally protect its members from unjust damage suits. Messrs. House, Morgan, Sands and Lutz were selected as a committee to draft a constitution. The club will have several members in Bellaire. The young club heartily indorses the automobile race meet to be held at the fair grounds in Wheeling this month under the direction of Charles H. Geiger.

Changes in Hoffman Mfg. Co.

Special Correspondence.

CLEVELAND, Oct. 5.—An important change has taken place in the management of the Hoffman Automobile and Manufacturing Company. L. E. Hoffman, who organized the company and who has held the position of vice-president and general manager, has resigned to go into other business. J. W. McCrae, at one time with the Olds Motor Company of Detroit, and later with the F. B. Stearns Company of this city, has been appointed sales manager while C. B. Metuedoom has been appointed superintendent of the factory. The latter was formerly with the Cudell Company, of Germany, and has been with other French and German manufacturers. A new car is being designed for the coming season, and it is the intention to go into the business on a more extensive basis than heretofore.

Automobilists have been driven almost to abandon the use of the Chestnut Hill and Springhouse turnpike near Ambler, Pa., owing to the extortionate tolls charged by the owners of the road, the Philadelphia Lehigh Valley Traction Co. The ordinary toll of 1-2 cents per mile has been raised to 25 cents on all motor cars, making it cost automobilists \$3.50 to make the round trip from Chestnut Hill to Springhouse, a distance of only fourteen miles.

The Tuck Petroleum Motor Company, Jersey City, N. J., has been incorporated in Trenton, with \$500,000 capital. The incorporators are Nelson L. Tuck, William W. Tuck, William J. Burnett, Harry W. Hedenberg and Charles E. Hill.

WHITMAN'S LONG JOURNEY EXTENDED TO MAINE.

From Portland, Me., L. L. Whitman communicates an account of an extension of the trans-continental journey which he recently finished in New York. Ambitious to drive their Oldsmobile to the point recognized as the extreme east of the United States they set out for the state of Maine. Mr. Whitman's story reads in substance, as follows:

We left New York at 11 A. M., Saturday, September 19, ran out of the city via Seventh Avenue. We concluded to run down into Maine so as to make the trip read "California to Maine." Taking the old endurance route to Boston, we

Avenue, passed through Charleston, Salem, for dinner; then through Lynn, Newburyport, Portsmouth to Kennebunk, Me., where, at 8 P. M., we ran the machine into an open shed and put up for the night. In the morning, for the last time, we measured the gasoline in the tank, oiled up and pulled out over the low hills, along by the white farmhouses, stone walls, laden apple trees, and through miles of woods where the many-colored leaves were falling in showers. The smiling sun tries to make us think summer is still here, but the cool north wind tells another tale, and we waste no time. Through Biddeford and Saco we sped; out toward Old Orchard, over some sand hills; the twenty-eight miles were soon behind us and Port-



ARRIVAL OF WHITMAN AND HOLLAND IN PORTLAND.

passed through Bridgeport, New Haven, and stopped at Hartford for the night. Leaving Hartford about 7 A. M., we ran up the banks of the Connecticut River to Springfield. It was an ideal fall day. Over the hills from Springfield to Worcester we made a wrong turn and got some bad road for several miles. From Worcester, where gasoline was laid in, over to Waltham completed the day's run at 8 o'clock, within easy reach of Boston, but we were chilled and, besides, prepared to make our entrance into the large city by daylight. At 9.20 the following morning we pulled up in front of the Oldsmobile company's New England branch, on Columbus Avenue, Boston, where Hammond's friends were in full evidence, as his native place, Mattaprisett, Mass., is only sixty miles out. They took him away home for the night, leaving me to wander the streets alone. The next morning at 10 A. M., we ran out to City Point and there on the beach ran the machine into Old Atlantic. Returning down town, we headed for Portland, leaving Boston via Atlantic

land showed on the hill. At 10 A. M. we were in the city at the post office square, and at Monument Square on Congress Street, we allowed the newspaper men to take our pictures for the last weary time.

Here our journey ends.

Looking over the daily records, we find that our running time by days, when we ran at all, was as follows:

	Days.
San Francisco to Denver	27
Denver to Omaha	7
Omaha to Chicago	4
Chicago to Detroit	2
Detroit to New York	5½
New York to Boston	2
Boston to Portland	1
Total	48½

We came practically the same route as Dr. Jackson (except over Nevada) with his Winton and Tom Fetch, with the Packard (same, except Ogden to Denver), and we ran north of Lake Ontario instead of on the south side, taken by the other two parties.

News Notes and Trade Items.

Eighty-five automobile licenses have been taken out in Cincinnati, Ohio.

C. Oliver Iselin has purchased two new automobiles, a large touring car and a runabout.

An automobile parade was a recent holiday feature in Butte, Montana. Three cars participated.

John Hays Hammond, professor of mineralogy at Yale, has ordered a new Mercedes touring car.

Automobile races were the star attraction at the State Fair in Salt Lake City, Utah, on Tuesday of last week.

E. G. Skinner, of the Skinner Automobile Company, Chicago, will establish an automobile livery in Sterling, Ill.

Automobilists of York, Pa., held an automobile parade on September 24 in honor of a visiting delegation of physicians.

An automobile flower parade was scheduled for Wednesday of this week in connection with the carnival at Omaha, Neb.

Thomas A. Edison claims to have perfected a remarkably small yet efficient generator for charging automobile batteries.

The Hastings Realty & Building Company, of Colorado Springs, Colo., has purchased a Cadillac touring car for taking prospective buyers about the city.

William Steele & Sons will build a two-story automobile garage 40 by 135 feet in dimensions at 3435 N. Broad Street, Philadelphia, to cost \$11,000.

The Tioga Automobile Company, Broad and Tioga Streets, Philadelphia, Pa., will erect a two-story brick addition, 53 by 32 feet, at the rear of its office and shop.

Schollenberger Bros. have leased the storeroom at 211 South Main Street, Wichita, Kans., and have established an exclusive automobile sales and repair station.

The Buckmobile Company, Utica, N. Y., shipped seven of its cars to Los Angeles, Cal., on September 25, this being the first shipment of an order for fifty machines from Los Angeles.

A bill has been introduced in the city council of St. Louis, Mo., to amend the existing law so as to require all wheeled vehicles to carry lights when in use on the streets after dark.

Automobiles and parts to the value of \$171,132 were shipped abroad during the month of August, whereas the shipment during August of 1902 amounted in value to but \$71,907. For the eight months of the fiscal year the total valuation of exports was \$1,049,311, as against \$786,137 for the corresponding period last year.

Dr. W. T. Durrett, Lincoln, Nebr., has been restored the right to drive his automobile in the local parkways by the park commissioners on the condition that he will drive at moderate speed.

The Tennant Auto Tire Co., Springfield, O., which has its manufacturing done by the Victor Rubber Tire Co., of the same place, proposes to erect a plant of its own in Springfield in the near future.

Among the prominent horsemen who have recently been elected to membership in the Automobile Club of America are P. F. Collier, C. K. G. Billings and Ex-Mayor Grant, of New York.

Richard Croninger, manager of the Cadillac Automobile Company, Chicago, Ill., was fined \$25 and costs on Tuesday of last week by Justice Dooley for exceeding the speed limit of the West Park ordinance.

The Springfield, Mass., *Union*, is conducting a subscription scheme which promises some lucky individual residing in Western Massachusetts or Southern Vermont a brand new \$1,200 Knox gasoline car.

The Washington, D. C., Automobile Dealers' Association has joined the American Automobile Association. An automobile race meet, sanctioned by the A. A. A., will be held in Washington on October 28.

John C. Haynes will erect an automobile storage and repair station at Ferdinand and Winchester Streets, Boston, Mass., which will be 50 by 90 feet in dimensions and five stories high. The cost of the building will be \$50,000.

Sargent, Conant & Co., of Boston, Mass., have recently completed the installation of an electric lighting and power system for the town of Groton, Conn., and will shortly begin work on a similar equipment for the town of Millers Falls, Mass.

There is talk that one of the leading "outside" makers will open a branch store in Cleveland next spring, and that, in addition to his own line, several of the cars manufactured by makers not in the Licensed Association will be carried.

William E. Curtis, the special correspondent of the Chicago *Record-Herald*, states that Chicago has about 1,600 automobiles, 50 per cent. of which use gasoline engines and the balance being about equally divided between steam and electric.

The city council of Leipsic, Mich., has passed a law prohibiting the use of automobiles in most of the streets in the downtown district, and in other parts allowing them to be driven only along those streets which are traversed by electric cars.

Honoré Palmer, the Chicago alderman and automobilist, has returned, with his bride, from abroad, after a honeymoon trip by automobile through France, Switzerland and Italy.

The Sterling Motor Car Company, to manufacture automobiles, capital, \$25,000, has been incorporated at Albany, N. Y., with O. S. Heller, Fred H. Matthews and Arthur L. Brown, all of Binghamton, N. Y., as directors.

The World's Fair Automobile Company has commenced the operation of nine twelve-passenger electric machines within the Fair grounds in St. Louis, charging a fare of 25 cents for the round trip of the grounds.

The Edson-Foster Garage Company, of New York, to manufacture motors, engines, etc., has been incorporated at Albany. Capital, \$1,000 and directors: H. A. Edson, M. B. Foster and A. C. Foster, all of New York.

Pedestrians of Paris are on the verge of nervous prostration over the rumored advent of the motor "bassinette." The baby carriage is already considered by Parisians a thing to be avoided; but to furnish it with a motor! *Sauve qui peut!*

The Baltimore Motor Car Company, for manufacturing and selling automobiles, has been incorporated in Baltimore, Md., by Rudolph Lipps, Edward Lipps, Christopher Lipps, George L. Deichman and Christopher R. Wattenscheidt. The capital stock is \$500.

The city fathers of Youngstown, O., are at work on an automobile ordinance which proposes to restrict the speed to eight and one-half miles within half a mile of the Public Square and to fourteen miles beyond that radius. Licenses are to cost \$2, and the city clerk will supply the aluminum numbers for numbering the cars.

J. D. Case, of Rushville, Ind., took rural mail carrier Lewis Cline over his route which is No. 9, on Wednesday, September 29, covering the 24 1-2 miles, delivering 439 pieces of mail, making 92 stops, in one hour and fifty-five minutes in his Elmore touring car. The usual time required by Carrier Cline to cover his route is six hours.

The Curtis Auto Motor Company has been organized in Chicago for the purpose of building and operating automobile stations, where temporary repairs can be made, along the various boulevards encircling the city. The cost of each station will be approximately \$10,000. The first station will be erected in the vicinity of Humboldt Park, and will be two stories high, 50 by 100 feet in dimensions and of pressed brick and stone.

The Empire Motor Car Co. was recently incorporated at Albany to conduct an automobile agency and general repair business

in Binghamton, N. Y. The company is capitalized at \$20,000. The organizers are Geo. A. Kent, Arthur L. Kent, Fred. H. Matthews, Harry W. Edson, S. W. Brown and O. S. Heller, all of Binghamton. H. W. Brown has been elected manager. A building for the new company is to be erected on a lot 120 by 155 feet at 102 Water Street.

F. C. Riggs, manager for W. E. Metzger of Detroit, has returned from his overland trip from Chicago in a Cadillac, making the distance of about 300 miles in twenty-five running hours and carrying four adults, two children and luggage for the whole outfit. The trip was one of pleasure and was devoid of accident or breakdown.

A member of the city council of Topeka, Kan., is preparing an ordinance which will compel owners of automobiles to have numbers, registered by the city, attached to their machines. An ordinance regulating the speed of automobiles already exists, but there are no means by which persons violating the law can be identified and reported.

Chas. J. Chabot, an automobile dealer of San Antonio, Texas, has recently formed a partnership with Staacke Brothers, of the same city, and efforts are to be made to practically secure control of the automobile business of San Antonio. The company now controls the local agency for Thomas, Rambler, Oldsmobile, Haynes-Apperson and Toledo cars.

The Wisconsin Wheel Works, Racine Junction, Wis., has disposed of its bicycle manufacturing business, with the entire stock, orders and machinery, to the Great Western Manufacturing Company, of La Porte, Ind., and in the future they will manufacture its Mitchell motor cycles and automobiles under the name of the Mitchell-Pierce Company, of Racine.

The Hasbrouck Motor Works Company, manufacturer of marine engines, has commenced the erection of a new plant in Mystic, Conn., in close proximity to the plant of the Holmes Shipbuilding Company, and the two concerns will to some extent affiliate. The business has been conducted at Yonkers, N. Y., and has recently been reorganized under the laws of Connecticut.

E. T. Birdsall has succeeded to the management of the Standard Automobile Company, of New York, American agents for Decauville cars, in place of J. R. Chisholm, resigned. When asked about his plans for the future, Mr. Chisholm replied that he had nothing to say for publication at present, but would probably be ready to make an interesting announcement in a few days.

Albert Lemaitre, of the American De Dietrich Motor Car Company, New York, did not sail for Paris on October 1, as he expected to, but waited to take out of the

United States Customs House five new 30-horsepower De Dietrich cars. Mr. Lemaitre will bring over a consignment of 15, 20 and 30-horsepower cars. Mr. Hamilton, a son-in-law of James Pierpont Morgan, is one of the latest purchasers of a 30-horsepower De Dietrich.

Chief of Police Hyands, of Larchmont, N. Y., has marked off a measured mile on the Boston Post Road, and policemen are set to time and trap automobilists who fracture the Bailey law. Several members of the A. C. A. fall tour were gathered in by the watchful officers of the law, and all were fined \$25 for exceeding the speed limit. Quite a number of automobilists have been caught in the Larchmont police trap within the last two weeks.

Electric launches, large electric barges, Venetian gondolas and a large number of other small craft mechanically operated will ply the mile of waterways at the Louisiana Purchase Exposition at St. Louis next year. The electric launches will carry about twenty-two persons each. They will be equipped with awnings, and, as the lagoons reach every section of the "main picture" of the Exposition, passing by the facades of many of the big exhibit palaces, an unexcelled view of the cascades and fountains will be offered.

A novel automobile marriage took place in Fresno, Cal., on the evening of September 18, when L. C. Woodward and Mrs. A. Franklin, both of Los Angeles, promised, while speeding over the Kearney Avenue boulevard, to love, honor and cherish each other until death. The ceremony was performed by the Rev. Duncan Wallace, of the Cumberland Presbyterian Church of Fresno. There were two witnesses, one of them being W. Parker Lyon, president of the Fresno Automobile Club, in whose automobile the wedding took place.

At the recent Nebraska State Fair, in Lincoln, the Cushman Motor Co., of that city, had an attractive and instructive exhibit of Cushman gasoline engines. Motors of 4, 6, 7 and 8-horsepower were on exhibition, among them a marine motor and a double-cylinder automobile engine. A feature was a 4-horsepower motor operating a 16-candlepower electric lighting system of twenty-five units. Although the dynamo was direct driven by the Cushman motor, no appreciable fluctuation in the current was observable.

Charles Whitis, of Macon, Mo., a mail carrier on rural route No. 2 out of Macon, used an automobile on September 22 to cover his route, which extends over twenty-five miles of road. The trip was made in 2 hours 55 minutes, and stops were made at sixty mail boxes. There was also a delay of twenty minutes at La Porte, besides a number of stops on account of fractious horses. Ten miles of the

course is over the worst roads in the county. It usually requires six hours to make the trip with a horse-drawn vehicle. A report of the trip was sent to the Post Office Department at Washington.

The Winton Motor Car Company, of which Harry Fosdick is the New England manager, has recently opened an addition to its new garage at the corner of Berkeley and Stanhope Streets. The garage was opened not very long ago and consists of an office building on the street level with rooms for two or three automobiles for exhibition purposes, and a basement 48 by 180 feet. The addition is on the Stanhope Street side, and is 30 by 90 feet.

At the coming session of the Reichstag in Germany it is expected that a carefully considered automobile law will be enacted. The English motor bill will serve in a general way as a model for the German statute, but the automobilists are not worried concerning the outcome, for the Kaiser, himself an enthusiast concerning the sport and the industry, is said to be personally handling the matter. In accordance with a ministerial order, a statistical compilation of all accidents caused by automobiles, with details of fatalities, injuries to persons, animals and property, as well as particulars of collisions, has been completed for use in drafting the automobile statute.

While on their way home from the automobile races at Empire City track last Saturday night, a party of Philadelphians came to grief by driving their automobile into an excavation on Bay Street, Stapleton, Staten Island. The three occupants were thrown out, and Miss Gertrude Chapman, of Oakland, Cal., was rendered unconscious, while George Barker and John Lovejoy, both of Philadelphia, escaped with a few cuts and bruises. Miss Chapman was taken to a nearby residence and revived after being attended by physicians. The car was badly damaged, and the party remained in Stapleton over night, leaving for Philadelphia next morning by train.

The American Tubular Wheel Company of Pittsburg, Pa., has formed a consolidation with the Parish & Bingham Co., of Cleveland, Ohio, and will at once move their plant to the latter city. The Parish & Bingham Co. have been engaged in the manufacture of steel stampings for a number of years and their product has been particularly well known in the bicycle trade. The Wheel Company has recently produced a new tubular wheel of the artillery type, being the invention of T. W. Plumb and G. W. Morse, the company's president. The facilities of the Parish & Bingham Co. will be equal to any demand that may be made upon them for their product. Mr. Plumb and J. H. Foster will be identified with the Parish & Bingham Co., Mr. Plumb having charge of the sales department.